

ATLANTIC FISHERMAN

VOL. XVII

Registered U. S. Patent Office
JUNE, 1936

NO. 5



*Quality
Controlled*

COLUMBIAN ROPE





MARINE equipment must be as dependable as a lighthouse . . . the new line of Exide Batteries of *genuine marine type and quality* is especially designed to assure absolutely dependable service.

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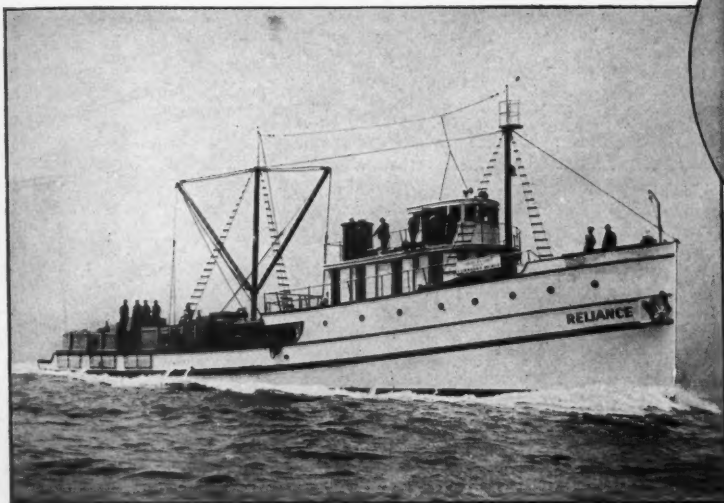
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THE ELECTRIC STORAGE BATTERY CO., Philadelphia
*The World's Largest Manufacturers of
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HURRICANE!

by Capt. Paul Verney
of the tuna clipper "Reliance"



"We were bound south, about 40 miles S. W. of Corrientes . . ."

"WE WERE bound south, about 40 miles S. W. of Cape Corrientes, when we ran into a stiff N. E. and E. wind. It blew from 7:30 p. m. to 12 midnight, when the wind jumped up to hurricane force and kept on blowing that way until 7 in the morning.

"About 1 a. m. we shipped a heavy sea and it smashed in three portholes and we took a lot of water aboard. The lighting plant got short-circuited. All we had for light was about a dozen Eveready flashlights.

"One man held a flashlight over the compass, while another steered; and everything else had to be done with flashlights, including work in the engine room.

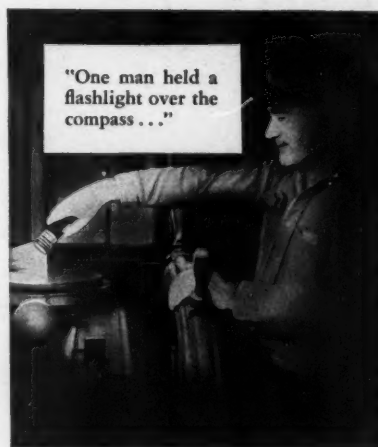
"If the storm had lasted another six hours, or if we hadn't had the flashlights, we might not have been here to tell the tale."



THEY'RE FRESH

THE "DATE-LINE" GUARANTEES IT

There are so many times when an Eveready Flashlight can be the handiest hand aboard, that no wise fisherman goes down to the sea without one. But be sure to use Eveready Batteries . . . they're *fresh*, and last longer than the trip back to port usually seems.



"One man held a flashlight over the compass . . ."

EVEREADY FLASHLIGHTS AND BATTERIES

Here's *Performance!* 9 Years Service without a- **REBORE!**



To every fisherman, ENGINE PERFORMANCE MEANS COLD CASH. Trouble-free operation means money in the pockets of every man aboard. Engine trouble during the fishing season is instantly reflected in the earnings of a boat. The crew is grumpy when the engine is down. Being tied up at the dock, when other boats are fishing is equivalent to a layoff. Atlas Diesel performance keeps the crew satisfied, and makes Atlas powered boats more profitable!

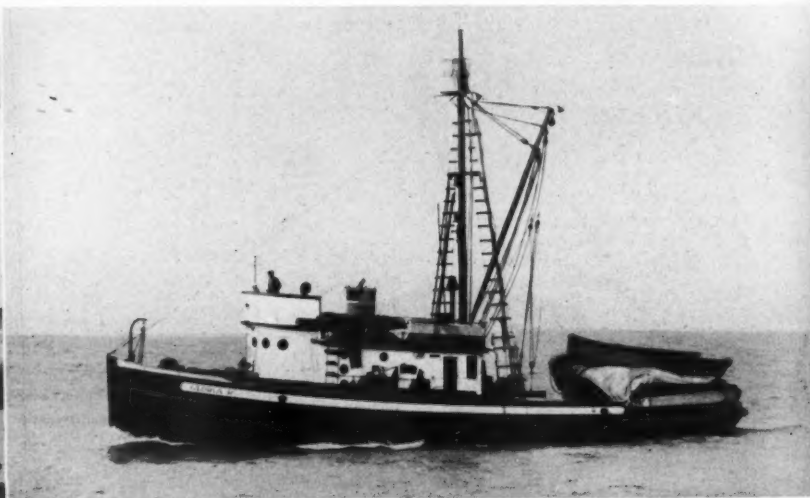
As an example of outstanding performance, the record of the "GLORIA R" is convincing. Here is a purse seiner that was built in June, 1926, and powered with a 4-cylinder, 125-hp. Atlas Imperial Diesel of the heavy duty, slow turning type. Since she put out to sea 9 years ago, she has traveled over 450,000 miles in quest of tuna and sardines and to date has never had even a cylinder rebore.

In past years, at the time of the annual check-over, it has only been necessary to replace the top piston rings. At the beginning of the current season, oversize rings were installed for the first time. For nine years the cost of repairs and new parts has averaged under \$100 per year. No wonder that the "GLORIA R" has proven a money maker for Largo Didovich, Marko Botich and Nick Perrisich, shown in the picture below.

If you contemplate building a new fishing boat, power her with an engine that will make your venture profitable. If you are going into the business to make money, you will need an engine that has a reputation for continuous, trouble-free operation, and the Atlas Diesel meets those requirements. Talk to fishermen you know who have Atlas Diesels in their boats—they'll tell you that continuity of service and low operating cost have made their Atlas Diesels very profitable investments.

ATLAS IMPERIAL DIESEL ENGINE CO.

OAKLAND, CALIFORNIA—MATTOON, ILLINOIS
115 BROAD STREET, NEW YORK



ATLAS IMPERIAL

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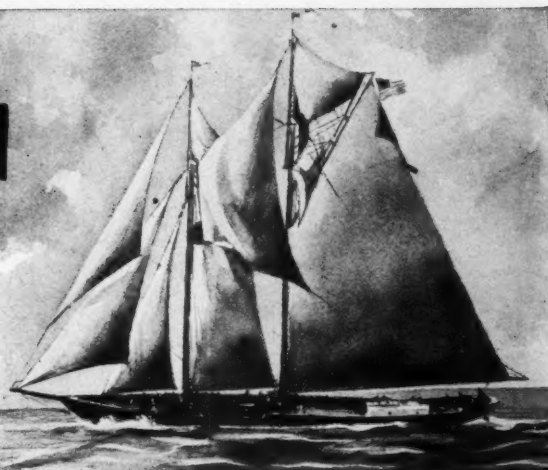
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Oystermen Join Fight on Jap Imports

AFTER spending, out of their own pockets, \$100,000 to increase the demand for oysters, members of the industry now face the threat of a flood of imports of frozen Japanese oysters. American packers and importers are right now being circularized by Japanese interests, who are offering frozen oysters in 2-lb. packages c.i.f. New York for \$220 per 2,000 lbs., i.e., 11 cents per pound. This is equivalent to 88 cents per gallon. These oysters are duty free and there is no direct way to have a duty levied on them, as oysters were "bound" to the free list in the U. S.-Canadian trade agreement, which automatically covers imports from all other nations having a most-favored-nation status, of which Japan is one.

Alert to fight for the rights of domestic producers, the Oyster Institute of North America and the Oyster Growers & Dealers Association of North America have swung into action. They are being aided by the Hon. Robert L. Bacon, Congressman from New York, who on April 16 introduced the following bill into Congress:

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That paragraph 721 (e) of the Tariff Act of 1930 is hereby amended to read as follows:

"Oysters, oyster juice, or either in combination with other substances, packed in air-tight containers; oyster meats, fresh or frozen (whether or not packed in ice); all the foregoing, 8 cents per pound, including weight of immediate container."

Congressman Bacon released on the same day the following statement which will be read with appreciation and interest by all members of our great industry:

"It will come as a shock to every one interested in protecting American industries against the menace of Japanese penetration, that under the recent Canadian reciprocal tariff agreement, fostered by the Administration, we have bartered away our right to enact tariff protection against certain Japanese imports.

"This point is raised directly in relation to the demand by the oyster growers of the United States for tariff bars against Japanese frozen oysters offered at ridiculously low prices.

"Under the terms of the Canadian reciprocal tariff agreement, the Administration went out of its way to bind oysters to the free list. Just why it did so is a mystery, because the United States importations of Canadian oysters are negligible, and oysters would have continued to come in free from Canadian shippers under the general tariff law of 1930.

"Yet the Administration's action in definitely binding fresh or frozen oysters to the free list in the Canadian-U. S. treaty has the effect of preventing general legislation by the Congress to protect American fishermen and oystermen against imports of Japanese oysters. This is the State Department's position, on the theory, as I understand it, that we extend most-favored-nation treatment to Japan, and therefore may not impose a duty against Japan that we do not, or cannot, impose against Canada under the provisions of the recent reciprocal treaty.

"I am not willing to concede that the Canadian-U. S. agreement is sovereign to the will of the American people as it may be expressed by the Congress.

"Yet, if the Administration's position is to be accepted, in order to secure an adequate tariff as against Japanese dumping of frozen oysters into the American market, we must first assume the prayerful attitude of a supplicant and ask the Canadian Government, in good charity, to remove the present item from the Canadian-U. S. trade treaty, allowing free entry of oysters, so that we may subsequently be permitted to pass general tariff legislation levying a duty against the admission of Japanese frozen oysters.

"However, irrespective of the position we have taken in the Canadian-U. S. treaty, I am today introducing a bill levying an 8-cent a pound rate on frozen oysters.

"The Oyster Growers and Dealers Association of North America and the Oyster Institute of North America are demanding protection from the rising tide of Japanese frozen oysters. The industry, this year, has raised from their own funds (with no Government hand-outs), \$100,000 for increasing consumption of American oysters. The representatives of the Oyster Growers Association inform me that the importation of these Japanese oysters threatens the very existence of the American industry, and the employment of 60,000 Americans engaged in it."

Other Species Affected by Japanese Imports

American oystermen have good cause for alarm, remembering that the importation of canned Japanese crab meat now approximates domestic production of hard crab meat; that imports of frozen Japanese tuna have grown so rapidly that in 1935 they amounted to 5,687,987 lbs., and that frozen Japanese swordfish imports have jumped from some 879,000 lbs. in 1933 to 2,113,000 lbs. in 1935.

Many Fine Boats Under Construction

Repowering and Overhaul Jobs Add to Evidence Of Greatly Improved Business Conditions

SEVEN steel trawlers and nine large wooden draggers are now under construction or will be started very shortly.

This wholesale boat-building program in New England is concrete proof of the business revival in the commercial fisheries even without taking into consideration the many repowering and overhaul jobs involving older craft, and is typical of other sections as well.

The trawlers include the three for the Bay State Fishing Co., one for the Boston Trawling Co., two to be built by the Bethlehem Shipbuilding Corp. for an unnamed concern, and one to be built by the Bath Iron Works for the Booth Fisheries Corp.

Draggers which are either just joining the fleet or will later, include one each for Capt. Dan F. Mullins, Captains Tom Keeping and Bill Hayes, Capt. Mike Smith, Capt. Jack Murley and Capt. Ambrose Smith—all of New Bedford—Capt. Ben Curcuro, Capt. Albino M. Pereira, Captains Percy and Chris Parisi, all of Gloucester, and one for Guy O. Gandolfi, of Lynn, Mass.

The three Bay State Fishing Co. trawlers, described in detail in our May issue, are scheduled for late Summer delivery. They will be handsome vessels, each 144½ ft. long powered with 600 hp. McIntosh & Seymour Diesels.

No publicity is being released at the present time in connection with the two trawlers which Bethlehem Shipbuilding Corp. will deliver to one of the Fish Pier concerns, although it is generally believed that a certain company which heretofore has owned no vessels placed the contract.

Details regarding the recent order placed by the Booth Fisheries Corp. with the Bath Iron Works are also being kept under cover, although the reason in this case is that quite a bit remains to be done in ordering equipment.

The *Arlington* to be built by the Bath Iron Works for Irving Usen of the Boston Trawling Co., is described in detail farther along in this article, as is also the new 90-ft. dragger for Capt. Dan Mullins of New Bedford.

The other draggers which have joined, or are about to join the fishing fleet are also fine craft. The *Whaling City*, owned by Captains Tom Keeping and Bill Hayes of New Bedford, is the product of the Morse Boatbuilding Co., Thomaston, Me. It is 90 ft. by 20 ft. by 8 ft. 6 in., and is powered by a 180 hp. Cooper-Bessemer Diesel. Other equipment includes a Hyde propeller, Hathaway fittings, and Shipmate range.

The Morse yard is now working on a dragger for Capt. Jack Murley, another prominent New Bedford skipper, and will also build a 93 ft. by 20 ft. by 9 ft. schooner for Capt. Albino M. Pereira of Gloucester. Power will be furnished by a 230 hp. Cooper-Bessemer Diesel.

Capt. Mike Smith of New Bedford expects to have his new dragger, now being built at the Story yard in Essex, some time this month. She is a 98-footer, and will have a 230 hp. Cooper-Bessemer.

The *Marie and Katherine*, another product of the Story yard, built for Captains Chris and Percy Parisi, is virtually complete. She is 62 ft. by 15 ft. by 7 ft., and has a 100 hp. Wolverine Diesel.

Capt. Ben Curcuro, head of the Producers Fish Co. of Gloucester, and owner of an extensive fleet, has an 86 ft. by 18 ft. by 9 ft. dragger on the ways at the I. L. Snow Co. yard at Rockland, Me. A 6-cylinder, 180 hp. type FP-6 Cooper-Bessemer Diesel will supply the power.

Guy O. Gandolfi, of Lynn, Mass., will also take delivery of a dragger identical in dimensions and equipment with Capt. Curcuro's vessel. It, too, is being built at the Snow yard.

The keel for a 90 ft. dragger for Capt. Ambrose Smith of New Bedford will be laid soon at the I. L. Snow yard.

The Trawler "Arlington"

The *Arlington*, the new trawler which the Bath Iron Works will build for Irving Usen of the Boston Trawling Company will be one of the finest and most modern afloat. It will be 126 feet long, and ready for delivery this November.

The main engine will be a 5-cylinder, Model 37, 14 inches by 17 inches Fairbanks-Morse Diesel, rated at 525 hp. at 300 rpm. This engine will not have incorporated in it the usual built-in auxiliaries, but will have pumps separately driven by individual motors for lubricating oil, circulating water and bilge.

The cooling system will be of the recently developed indirect type, using fresh water, which virtually eliminates corrosion from electrolysis, reduces sediment deposits in the water jackets, and ensures more even water jacket temperature and engine oil heat. After passing through the engine, the water will be cooled by a Sims Water Heat Exchanger. The lubricating oil cooler will be of Schutte & Koerting design.

A forward extension shaft on the main engine will be used to operate two 15 kw. controlled voltage, variable speed generators, which will supply the ordinary electric energy required while going to and from the banks and while trawling.

The small generating set will be a 4-cylinder, 40 hp., Model 36A4¼ Fairbanks-Morse Diesel operating at 1200 rpm., and direct connected to a 25 kw., 125 volt d.c. marine type generator.

The main engine will be fitted with an Alnor pyrometer, and a Maxim FG2A 14 inch silencer, while the 40 hp. engine will have a Type BC Maxim silencer.

The Gardner, Denver air compressor, of 23 cu. ft. capacity, will be driven by a 7½ hp. F-M motor with an F-M V-belt drive.

For auxiliaries, the vessel will be equipped with two combination F-M water and oil pumps, each consisting of a 10 hp. motor with a water pump on one end and an oil pump on the other end. There will also be three 5 hp. motor-driven circulating water pumps, and a 5 x 6 duplex power pump driven by a 10 hp. motor for general service and fire.

The thrust bearing will be of the Kingsbury type with suitable thrust shaft located just aft of the main engine.

The trawler type steering gear will be supplied by The Edson Corporation. The propeller will be a Hyde.

The main generating set for driving the winch generator will be a 4-cylinder, Model 35-8¾ Fairbanks-Morse Diesel, operating at 450 r.p.m. and rated at 120 hp. The winch will be supplied by the Bromfield Manufacturing Co.

A Hydroil centrifuge will be installed for cleaning the lubricating oil. The trawler will also be equipped with a 400 gallons per hour Fairbanks-Morse home water system.

Batteries will be of the Exide Ironclad make; there will be a "480" type fathometer manufactured by the Submarine Signal Co., a Kelvin-White spherical compass, wireless, and a Cunningham whistle.

Fully equipped and ready for operation, the trawler will represent an investment of \$160,000.

The Dragger "Mary Jane"

The *Mary Jane*, latest addition to the fleet of draggers owned by Capt. Dan F. Mullins of New Bedford, will be launched from the yard of the I. L. Snow Co., Rockland, Me., the 20th of this month. She will be a large, roomy boat, 90 ft. long, 20 ft. beam, and with a draft of 8 ft. 8 in. Frame and planking are of oak.

Mechanically, there will be several interesting features, some of them innovations in fishing craft of this type. The main engine will be a 250 hp., 5-cylinder, direct-reversible,

(Continued on page 12)

Maine Fisheries Commissioner Seeks To Revitalize Industry in State

By Alfred Elden

A REVITALIZED Maine fishing industry employing 50,000 people ranking as a great major factor in the economic life of the State, is seen as a possibility by Rodney E. Feyler, Commissioner of Sea and Shore Fisheries, if a systematic plan of conservation, propagation, exploitation and salesmanship could be carried out. Asserting that his Department was putting into motion many plans to promote the welfare of the fisherman and the fisheries, he stated that doubled and even tripled activity in the industry was not a remote dream but a very logical possibility if the people of Maine really wanted it.

First of all his Department must receive the full cooperation of the people of Maine, according to Commissioner Feyler, as he sent forth a plea for all to become interested in an educational campaign that he is launching to sell more of the products of Maine fisheries to more Maine people and to make them more conscious of the importance of the industry. The department will furnish menus and recipes and other interesting information of fish products as soon as they can be prepared.

An example of what might be done with full public cooperation was cited by Commissioner Feyler. A few years ago there were 6,000 lobster fishermen earning a good living along the coast of Maine. Today that number is less than 4,000. This decline had been brought about by a rapidly diminishing supply. The way to stop this decline is conservation and propagation and this could be accomplished through the establishing of a rearing station at a cost of about \$100,000.

Swordfishing Season Opens

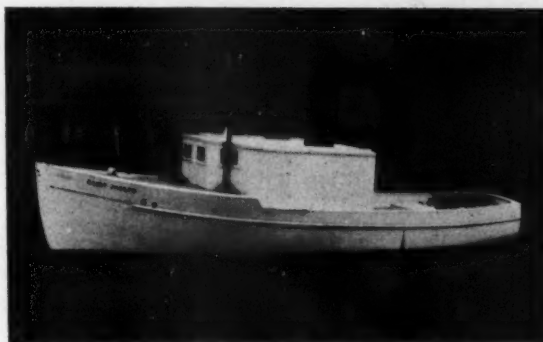
The 1936 swordfishing season opened May 26 when Captain Del Thompson in the *Bernie & Bessie* headed for a point about 300 miles South of New York to begin fishing up along the Southeastern part of Georges Bank. Following the *Bernie & Bessie* within a few days were the *Fannie Belle*, Capt. Harold Leeman; *Sunapee*, Capt. Ed Smith; *Benjamin Thompson*, Capt. Everett Dexter; *Richard J. Nunan*, Capt. Fred Bickford; *Barbara*, Capt. Clarence Turner; *Alice M. Doughty*, Capt. Charles Dexter; *Alice M. Doughty II*, Capt. Reuben Doughty. The fleet fared poorly last Winter and all hands are hoping they may retrieve lost fortunes with the swordfish.

Sardines Scarce as Season Opens

May 23 marked the opening of the 1936 sardine season in Casco Bay when the Brawn Co., Deake's Wharf, Portland, put up 85 bushels of fish taken in the Muscle Ridge Channel South of Rockland by the carrier *Mary M. Lord*. The *K. of P.* had brought in 210 bushels two or three days earlier but they were so broken up coming through the rough water that they had to be thrown away.

The plants of the R. J. Peacock Canning Co., Brown's Wharf; the Brawn Co., Deake's Wharf; the Seaboard Packing Co., Spear's Wharf, and the E. W. Brown Co., Front Street, and the Ramsdell Packing Co., at East Deering were all ready to go any time after May 20. Everything was ready, that is but the fish. These had not showed up in quantity by the first of June. It was then too late for a good Spring school and fears were expressed that it might be an off year. It was hoped that the total pack would be around 2,000,000 cases. Last year the total was about 1,600,000 cases.

The Peacock Co. during the five months season plans to employ 325; the Brawn Co., 130; the Seaboard Packing Co., 160; the E. W. Brown Co., 150, and the Ramsdell Packing Co., 170. Additional employees will also be put on by the American Can Co., which expects to make millions of cans for the packers.



The "St. Joseph" of Portland, built by W. S. Carter of Friendship for John Zappi and Michele Iaconita. Equipment includes a 50 hp. Superior Diesel, Hyde propeller and Willard battery.

Scallop Arrivals

Capt. Lew Wallace of the dragger *Louis J. Thebaud* landed the first scallops of the season from Georges Bank at Feyler's, Rockland, late in May. Over 1,300 gallons were taken out. Several of the big draggers will land their catches at Feyler's this Summer including Capt. Charles Carver of the *Madeline and Flora*, and Capt. Howard Anderson of the *Alice May*. Commissioner Feyler predicts a busy season.

New Engine Installed

A new 125 hp. Fairbanks-Morse Diesel was installed in the sardine carrier *Conqueror* by the Boyce Machine Co., at Portland.

Start Production of Cod Liver Oil

George L. Ratcliffe, president of the Portland Fish Co., states that his company will begin the production of cod liver oil in June in the building on Custom House Wharf formerly occupied by Maine Coast Fisheries, Inc. An electric hoist and three 150-gallon tanks where cod livers will be tried out have been installed. Additional hands and a chemist will be employed. The product will be sold at first to wholesale houses for medicinal uses but later will be packed under the Portland Fish Company's label in small lots. Larger amounts of dog and cat food are also to be put up.

Gill Netter Lands Shark

A huge shark 14 feet long and weighing more than 1,000 pounds was landed at the Portland Fish Co. plant by the gill-netter *Elizabeth B.* When dressed the monster weighed 695 pounds. The shark was sent to New York which city "eats 'em alive."

Putting Up Cat Food

The Ramsdell Packing Co., with plants at Portland and Rockland, will add a by-product to its sardine packing activities this season by putting out a cat food. The trade name will be "Katz Food" and it will be distributed through nation-wide channels. The Portland Fish Co., of which George Ratcliffe is president, has manufactured a cat food for some time using the by-products of ground fish.

Charles Haycock

Charles Haycock at one time a prominent figure in the Maine coast sardine industry died at Eastport. He held an important executive office with the original Seacoast Canning Co., leaving it to take the management of the Booth Fisheries plants at Eastport. Later he was transferred to the Chicago office.

New Engine Installed

Capt. Corliss Crowley of Jonesport has had installed in his boat, the *Ernest Lowell I*, an 80 hp., 4-cyl., Model 36A5½, 1200 rpm. Fairbanks-Morse Diesel, equipped with 3:1 reduction and reverse gear. Other equipment includes a Maxim exhaust silencer, 40 in. x 34 in. Hyde propeller, Hathaway stern bearing, and Cunningham whistle. The new Diesel replaces a 30 hp. "C-O".

Ways to Improve the Fish Business

"Producer," Discussing Distribution, takes Exception to Ideas Previously Published

BEING of a rather argumentative turn of mind, and as you have asked for replies and criticisms on the letters which appear under "One Way to Improve the Fish Business", I am going to take the liberty of taking a pot shot at each of the first three letters which appear in the March issue.

With reference to the first article as to who is more important, the producer or the distributor, it seems to me that this is another of those famous arguments, "Which came first, the hen or the egg." In my time I have seen producers open up wholesale houses, and I have also seen quite a few distributors who thought by going into production they could make not only their own profit, but that of the producer as well. The net result of all of the cases I have known was that the branching out was not successful. Both the producer and distributor have their own functions, and if they will each attend to their own knitting they will profit far more than by attempting to play someone else's game.

Yes, it often happens that a producer will not only ship to the large distributor but to the smaller accounts in the same community, and at the same price. Such is not fair to the distributor, but on the other hand if the above mentioned distributor does not purchase from a certain producer, is there any reason why that producer should not sell anyone he can by mail order or otherwise? I know of very few producers who would not agree to refrain from soliciting the small dealers in a particular locality if the large distributor of that particular locality would agree to purchase at least a pro rata share of his supplies from him.

The Chain Store Question

With reference to the second letter on the subject of chain stores selling fish, it is indeed unfortunate, but nevertheless true, that the majority of the retail fish stores have long since gone out of business, and that the chain stores are moving more and more supplies of fish. If this is the case why should we attempt to kill this new method of distribution? It is my opinion that the chain stores originally did not want to go into the fish business, and they certainly did give it a great many headaches when they first started their ruthless method of using fish for a leader to draw customers on Fridays, an off day for their trade.

I think, however, that this condition is rapidly changing, for in one particular case I met the purchasing agent of one of the nationally known chains, and he told me that his company was making nice profits and greatly increasing the quantity of fish they were handling. For example, he stated that in one of their larger stores they were moving only several hundred pounds of fish each week, but by giving the butchers a course of instruction on the sale of fish this same store was moving several thousand pounds of fish weekly.

Just imagine what a boom it would be to our industry if every one of these chains would follow a similar policy. When they find that they can move fish at a profit I see where they will some day be the main outlet for our products. By this I do not mean that they will go into the production game, nor necessarily buy direct from producers, for in the smaller stores it is often cheaper for them to buy locally from their local distributor. All that is lacking now is the necessary instruction for the butchers of these establishments.

Cutting Prices to Move Gluts

Now for the third letter on a method of disposing of gluts of fish at a cheap price. Unfortunately Captain Beckwith and I heartily disagree. In my opinion this particular action is exactly the cause of one of the industry's greatest troubles today, and here are my reasons for thinking thus.

The whole industry is interlocked and inter-related in its functioning. There is no one market which uses only one

kind of fish. If a distributor has several kinds of fish ordered from different localities and it so happens that there is a glut of one of the particular varieties, the probability is that he will do one of two things. Either he will cancel the larger portion of his orders for other varieties and hence cause a hardship for other dealers, or he will take a slightly larger quantity of fish than he needs and use them as a "special". He does not seem to realize that the fish were sold to him below cost, and the next time he makes a purchase he does not understand why he cannot always purchase his supplies at the same price.

A distributor, after all, is only human, and the trade he has worked up over a long period of time is not of a flexible nature. He can move so much stock each week at a certain price. When the prices of his fish are cut and he offers temporary bargain, he may get a slightly larger trade, but when this price holds for one or two weeks or the period of the glut, the lower price is the established one, and when he has to put his prices back to normal his trade will object as strenuously as he did himself over increased prices.

With a glut there are two courses which may be taken. The first is for the fishermen to stop fishing. It is unfortunate that most producers do not see the wisdom of such action, but the majority of fishermen just can not resist the temptation to catch every fish in sight when fish are plentiful, not realizing it is far more to their advantage to make a profit on a small catch than to lose money on a boat load.

Cooperative Marketing

The other course is a cooperative marketing organization to handle the producers' output. By this I do not mean a small nondescript organization handling several local dealers' output, but a real cooperative organization which attends to the entire production of a section. Such an organization can intelligently handle the entire production knowing where the fish in question will bring the highest prices, etc., and when a glut does occur such an organization can dispose of the fish in markets which will least affect the sale of other varieties of fish, or possibly have a supply frozen for holding for better market conditions. Such an organization can support a suitable sales organization to handle the entire production in its particular section whereas the small dealer could not possibly develop such a small organization for himself, and incidentally a large cooperative cannot only cut the sales cost for the smaller dealers but it can get for him much higher prices than he could possibly get otherwise.

There is one thing which should be brought out, and that is the average dealer would in all probability order far larger supplies of fish if he were assured that he might be protected from cheaper supplies being shipped to his competitor at the last minute. By that I mean that it often occurs that the large responsible distributor often orders his requirements, and when he attempts to dispose of them he finds out that someone who had a glut has shipped in a considerable supply of the same species of fish to a small competitor at a cheaper price, and as a result he is "stuck" with at least a portion of his order.

As a parting shot I would like to add that there is seldom a time when there is not a glut at some particular point of production, and because of the very unsystematic method of handling the industry is just where it is today—selling its goods below cost.

Yes sir, the solution is a large cooperative marketing organization. Them's my sentiments.

"PRODUCER"

Gloucester Fish Pier Bill Signed by Governor

By Gardner Lamson

THE Gloucester Fish Pier bill amendment was signed May 29, by Governor Curley, at the state house, with a large delegation of Gloucesterites in attendance including Mayor Weston U. Friend. Senator Cornelius F. Haley of Rowley, chairman of the state legislature's fish pier committee, Alderman Harold B. Webber, who as state representative, was the father of the original bill, Everett R. Jodrey, Capt. Ben Pine, Capt. Edward A. Proctor, president of the Master Mariners' association, were among those in attendance, as were State Representatives Frederick H. Tarr, Jr., of Rockport, and Frank L. Floyd of Manchester.

The governor's signature automatically made the bill and amendment effective at once and it is now up to the department of public works and the planning board of this city to get together with the municipal council to discuss the possible sites for the pier, and form a corporation to lease the pier from the state for \$20,000 a year. Such action must be completed by June 1, 1937.

Swordfish Ready to Leave

Their ranks somewhat shortened by the invasion of King Redfish, a fleet of 33 swordfishermen will sail from Gloucester on their annual season to harpoon the swordfish, trusting that this year, despite foreign competition, and the popularity of fillets of other fish varieties, the 400 fishermen engaged from this port and their families may be able to gain a livelihood from the dangerous quest.

A fleet of a dozen or more will sail out of Portland, on a similar venture, while Boston will add a craft, and New Bedford and Edgartown, a few more, bringing up the total offshore fleet to 60 or more sail.

Schooner, *Alvan T. Fuller*, Capt. Matthew S. Sears at the wheel, was scheduled to be the first to sail this season.

Redfish Filleting is Booming

Redfish filleting is getting to be a big business in Gloucester. Ben Curcuro, of the Producers Fish Co., is the latest to add a gang of filleters, starting off with 15. John DelTorcio, of the Cape Ann Cold Storage Co., has a staff of about 50, and Gorton-Pew is giving employment to more than 100 in this branch of their business.

Capt. Pereira Will Have New Dragger Built

Capt. Albino M. Pereira present owner skipper of the schooner *Portugal*, has ordered Shipwright Morse of Thomaston, Maine, to build him a 93-ft. wooden vessel on the model of a beam trawler to be ready for sea by the first of next January. Capt. Pereira will christen her in the Southern dragging industry off the Virginia Capes seeking for scup, sea bass and flukes. The new craft will be powered with a 230 hp. Cooper-Bessemer Diesel supplied through the agency of Lawrence F. McEwen of this city, New England agent.

Bludworth Direction Finder Installed

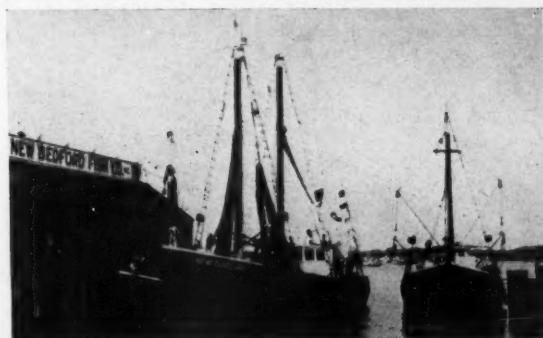
Capt. Randolph Lafond has secured a new type Bludworth radio direction finder from Tom Thompson, and the latter has installed it in the local gill netter *Eliza C. Riggs*.

Record Trip of Redfish

The largest trip of redfish ever to arrive in Gloucester was brought in by the Boston trawler *Thomas J. Whalen*, Capt. Leo Doucette. They hauled for 220,000 pounds at the Gorton-Pew Cold Storage plant. This meant three days work for nearly 100 men at this plant.

First Mackerel Strike Off Gloucester

The first mackerel struck off Gloucester on May 12. Morton Mayo in hauling his traps off Kettle Island found 25 pounds of "spikes" and medium sized mackerel and brought them to the Murray & Tarr wharf.



The "Newfoundland", owned by Capt. Jack Murley of New Bedford, and equipped with a Cooper-Bessemer Diesel and Edison batteries.

Capt. Frank Brown Purchases Union Diesel

Capt. Frank Brown, captain-owner of the schooner *Olivia Brown*, has placed an order with T. Ralph Foley for a 230 hp. Union Diesel, for installation in September after he hauls out from swordfishing. The engine is a 6-cylinder, 10 in. x 14 in., turning at 350 r.p.m. This will be the first installation of an engine of this make in the New England fishing fleet, and its performance will be watched with considerable interest.

"Mary F. Ruth" Bought by Capt. Lafond

The 23-year-old schooner *Mary F. Ruth* is returning home after an absence of several years. Capt. Eugene Lafond of this city has purchased her for \$3,750, and will fit the craft for gill netting this Fall, taking command himself. Capt. Lafond also owns the local gill netter *C. A. Meister* in which his son, Capt. Wilford Lafond is skipper.

Col. A. Piatt Andrew

Col. A. Piatt Andrew, distinguished statesman, soldier and economist, who had served the sixth Massachusetts district in Congress since 1921, died at his Eastern Point estate, "Red Roofs", on June 3.

Congressman Andrew was stricken in Washington early in April but in spite of a condition that failed to entirely respond to medical treatment he continued with his duties in the Capital until April 25. Then he came on from Washington in an effort to recuperate. Ten days of rest brought a remarkable change, but after a replace, due to high blood pressure condition, he took a turn for the worse, from which he failed to rally.

New Bedford

THE *William H. Killigrew* of New Bedford, and the *Sea Ranger* of Nantucket, both well known and highly successful vessels, are now equipped with the latest type 200 hp. Wolverine Diesel.

Capt. Mullins Buys "B. T. Hillman"

Capt. Dan Mullins of New Bedford arrived in Gloucester on May 28 in command of schooner *B. T. Hillman* which he recently bought from Capt. Horace Hillman of Edgartown. He will engage in scallop dragging.

New Boat Nearing Completion

The *HOC 1*, a 45-ft. motor sailer, designed by Wm. H. Hand, Jr., for the Hathaway Oil Co. of New Bedford, is rapidly nearing completion at Palmer Scott's yard, Fairhaven. The *HOC 1*, to be used mainly for carrying barrelled oil to Martha's Vineyard, is powered by a 175 hp. Hall-Scott, with Hyde propeller. Her stern bearing, rudder post, and all other gear are being furnished by the Hathaway Machinery Co.

Her builder, Mr. Scott, who has had extensive experience in several fine yards, has two other boats on the ways, one a 17 ft. knockabout, the other a 28-ft. cutter.

Boston Pier Landings Show Increase Over 1935

By Gardner Lamson

RECEIPTS of fresh fish at Boston jumped ahead of 1935 for the first time with the heavy landings the last week in May. From January 1 to June 1 there were 2,652 arrivals and receipts of 127,789,014 pounds, as compared with 2,612 arrivals and 127,036,009 pounds in the corresponding period last year.

"Exeter" Goes Down Following Collision

Within 25 minutes after she left the Fish Pier for the fishing grounds, the well-known fishing trawler *Exeter* of the General Seafoods Corporation, rammed a barge being towed by a tugboat in Boston harbor and sank on June 3.

Nine members of the crew were rescued by the tugboat, and returned to the Fish Pier. One of the men had been injured when he was hurled from his bunk by the force of the collision.

The scow, filled with mud, also sank.

The *Exeter* sank in four minutes with the crew barely able to get off the sinking craft and on board the tug boat. All of the clothing and personal belongings of the men had to be left behind, in their haste to escape.

Fine Halibut Trip

The schooner *American*, Capt. Simon P. Theriault, made a splendid trip last month when she arrived at the Fish Pier on the 21st with 95,000 pounds of halibut, practically all white fish, besides 20,000 pounds of salt cod. They received 11 and 8 cents per pound for the fish.

To Attend Refrigeration Congress

Gardner Poole, Vice-President of Frosted Foods Sales Corp., Boston, sailed from New York June 5 to attend the Seventh International Congress of Refrigeration, to be held at The Hague, Holland. Mr. Poole, for the fourth time, is representing the United States. Following the Congress he will travel on official business, visiting fishing ports in Europe and Great Britain. W. M. Zarotschneff of the "Z" refrigerating system is also making the trip.

"Rainbow" Gets New Willard Battery

The Westerbeke Fishing Gear Co. has just sold a new 16-cell, 32-volt Willard battery of the extra heavy marine type, to the *Rainbow*.

Fishing too Good to Stop for Overhaul

Because of continued good fishing conditions, the Boston fleet is about a month late in starting its overhaul work this year. Last month only one vessel, the *Cambridge*, was re-conditioned.

C. & W. Fisheries Starts Operating

A new concern, the C. & W. Fisheries, has started filleting operations at 267 Northern Avenue.

Commonwealth Freezer Enlarged

The Commonwealth Ice & Cold Storage Co. has just completed an addition to their plant, facing Northern Avenue, to permit increased space for loading trucks with frozen fish.

Trawler Saves Plane That Went to Her Rescue

Damaged so badly by heavy seas that it was impossible to get off the water, a commercial seaplane, down 50 miles due East of Cape Ann, was salvaged last month by the disabled fishing trawler for which the pilot, Charles Sutherland, had brought important engine parts.

A wing pontoon was ripped off by the combers and the plane could not rise. While his crew put a line aboard the plane to keep her from drifting away, Capt. Leo Doucette, skipper of the trawler *Thomas Whalen*, sent a radio message to the Coast Guard, asking help.

After a consultation by radio with the cutters, it was decided to attempt to hoist the plane aboard the trawler by means of the main boom. This was done successfully.

Fisheries Outing to be a Big Affair

There seems to be no doubt but that the mammoth fisheries outing scheduled for Sunday, June 21, will be one of the events of the century. George E. Willey, of Lincoln-Willey & Co., 269 Northern Avenue, Boston, who has charge of the affair, reports that inquiries are being received from Canada, the South, Mid-West and all points between. Thomas J. Carroll of Gorton-Pew has consented to act as toastmaster for the banquet; the captains have formed a committee, supply houses are applying for tickets, New Yorkers are planning to make a real party by going to Boston by boat: radio, newspaper and magazine celebrities are planning on taking it in. The S. S. *Yarmouth*, which has been chartered for the day, will leave Boston in the morning, proceed through Cape Cod Canal to Buzzards Bay, and return in the afternoon. There is no chance to get seasick as all sailing will be on calm water.

Boston Fish Pier Landings for May (Hailing Fares)

(Figure after name indicates number of trips)

<i>Adventure</i> (3)	299,000	<i>Katherine F. Saunders</i> (1)	47,000
<i>Alpar</i> (2)	85,000	<i>Lark</i> (2)	265,000
<i>Alvan T. Fuller</i> (2)	131,000	<i>Laura Goulart</i> (2)	173,000
<i>American</i> (1)	90,000	<i>Leonora C.</i> (3)	179,000
<i>Amherst</i> (4)	506,000	<i>Magellan</i> (3)	159,000
<i>Andover</i> (2)	200,000	<i>Maine</i> (2)	266,000
<i>Andrew & Rosalie</i> (3)	124,000	<i>Maris Stella</i> (4)	396,000
<i>Annie & Mary</i> (1)	39,000	<i>Marjorie Parker</i> (2)	111,000
<i>Atlantic</i> (4)	353,500	<i>Mary E. O'Hara</i> (3)	255,000
<i>Babe Sears</i> (1)	43,000	<i>Mary P. Goulart</i> (2)	120,000
<i>Billow</i> (3)	360,500	<i>Natalie Hammond</i> (4)	173,700
<i>Boston</i> (5)	620,000	<i>Newcastle</i> (3)	72,000
<i>Breeze</i> (2)	306,000	<i>Newfoundland</i> (1)	39,000
<i>Brookline</i> (3)	430,000	<i>Newton</i> (2)	206,000
<i>Cambridge</i> (1)	61,000	<i>Notre Dame</i> (1)	88,000
<i>Cape Ann</i> (1)	67,000	<i>Ocean</i> (1)	88,000
<i>Comber</i> (3)	411,000	<i>Penguin</i> (3)	406,000
<i>Coot</i> (1)	139,000	<i>Plover</i> (1)	160,000
<i>Corinthian</i> (2)	142,000	<i>Plymouth</i> (4)	457,000
<i>Cormorant</i> (3)	487,000	<i>Pollyanna</i> (2)	125,000
<i>Cornell</i> (3)	528,000	<i>Princeton</i> (2)	265,000
<i>Dartmouth</i> (3)	523,000	<i>Quincy</i> (3)	300,000
<i>Donald</i> (3)	299,000	<i>Rainbow</i> (3)	226,000
<i>Dorchester</i> (4)	393,500	<i>Raymonde</i> (1)	32,000
<i>Ebb</i> (3)	337,000	<i>Rhodora</i> (2)	139,000
<i>Edith C. Rose</i> (1)	69,000	<i>Rita B.</i> (2)	98,000
<i>Edith L. Boudreau</i> (1)	85,000	<i>Sadie M. Numan</i> (2)	53,400
<i>Elk</i> (1)	53,000	<i>Saturn</i> (1)	193,000
<i>Elvira Gaspar</i> (2)	105,000	<i>Sea</i> (2)	283,000
<i>Exeter</i> (1)	95,000	<i>Shamrock</i> (1)	51,000
<i>Fabia</i> (2)	224,000	<i>Shawmut</i> (2)	187,000
<i>Flow</i> (2)	342,000	<i>Spray</i> (2)	246,500
<i>Foam</i> (1)	144,000	<i>Tern</i> (2)	254,000
<i>Fordham</i> (1)	103,000	<i>Thomas Whalen</i> (2)	214,300
<i>Gale</i> (2)	343,000	<i>Tide</i> (2)	308,000
<i>Gemma</i> (2)	261,000	<i>Trimount</i> (3)	388,000
<i>Geraldine & Phyllis</i> (3)	213,000	<i>Vagabond</i> (4)	181,500
<i>Gertrude L. Thebaud</i> (1)	50,000	<i>Vandal</i> (3)	191,000
<i>Gertrude Parker</i> (5)	330,500	<i>Venture II</i> (3)	205,500
<i>Gosoon</i> (2)	211,000	<i>Wamsutta</i> (2)	126,000
<i>Gov. Al. Smith</i> (3)	204,000	<i>Wave</i> (3)	481,000
<i>Harvard</i> (2)	229,000	<i>Whitecap</i> (1)	119,000
<i>Hekla</i> (2)	388,000	<i>Widgeon</i> (2)	251,000
<i>Helen M.</i> (3)	159,500	<i>Wild Goose</i> (2)	268,000
<i>Heron</i> (3)	411,000	<i>Wm. J. O'Brien</i> (3)	370,100
<i>Holy Cross</i> (1)	157,000	<i>Wm. L. Putnam</i> (2)	173,000
<i>Illinois</i> (3)	353,000	<i>Winthrop</i> (3)	392,000
<i>Imperator</i> (1)	65,000	<i>Yankee</i> (4)	346,000

Vineyard Shellfish Cultivation Program Starts at Edgartown

By J. C. Allen

THE Wheelhouse Loafer who pilots this column, lays holt of the old baitmill this month with the will to inject an unusually stiff jolt of good cheer into the monthly message from God's Chosen Country. Say what you darned please, do what you like and think any blasted thoughts that occur to you, one rule holds good: "When things get just as bad as they can be, they have to grow better!" If any man thinks that he can argue against that, let him shove his bow-spirit into this discussion!

Vineyarders do not claim that things got as bad as they might have been, but the majority will agree that they have improved and that all things remaining somewhere near normal, the season holds promise.

Traps and Lobster-Pots Set

All the traps and plenty of lobster-pots have been overboard long before this writing, the first haul of set twine being made by Capt'n Norman Benson of Lamberts Cove on May 5th.

Although this haul was early, it included scup, butters, seabass, shad, squid, cod, flukes, menhaden, herring, and various other species.

Selling Dogfish

The saving grace of the Spring season with our trap-fishermen is, as usual, the sale of dogfish. Every morning when the wind is less than gale force, they purse up anywhere from six to ten billion, more or less, and freight them into the Marine Biological Laboratories at Woods Hole where they are pickled and shipped to all the crowned heads of Europe and far beyond.

Dragging Has Been Profitable

Dragging has its ups and downs as always, but the gang brought in much more than their usual allowance of Summer flukes during the early weeks of May. These were all large fish, that would sell for chicken halibut anywhere inshore, providing any dealer was so unscrupulous as to label them as such, which of course could never happen. And the price has been right up around the cross-trees.

Lobstermen Bothered by Weather

Lobstermen have had their bumps, what with the early changes of weather which brought out the crustaceans in fleets and armies on one day and paralyzed them with cold to say nothing of sore throats, on the next.

Sea-Scallopers Have Best Season Ever

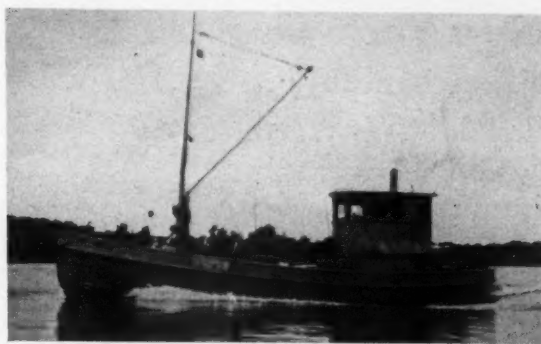
Our sea-scallopers have done the best, for the time of year, that has ever happened since Capt'n Chris Columbus dropped the first dredge over the side. Capt'n John Salvatore, of the schooner 3 & 1 & 1, of Vineyard Haven, made four trips in as many weeks, and landed close to six thousand gallons, the lowest price paid for them being \$1.15 and the highest \$1.75. John is high-liner hereabouts, but there are a few skippers who are mighty close to his wake at times.

Apply for Permits for Quohaugh and Oyster Beds

Interest centers at the present time on Edgartown, the shellfish town of the county. For years, Edgartown Harbor has been called the "town bank", and now a group of enterprising sea-skimmers, have applied for bed permits for quohaugs and oysters which they will purchase and plant, and hold for favorable markets, meanwhile raising new sets from the adult bivalves. This project, if at all successful, is due to spread to various other sections of the island, there being any amount of suitable locations for shellfish cultivation.

Rigged for Swordfishing

Capt'n Bob Jackson, and Capt'n Claude Wagner, of the schooners *Hazel Jackson* and *Liberty*, were all rigged for swordfishing on the fifteenth of the month.



Oyster dredger "Ida May", owned by Frank M. Flower & Son, Bayville, L. I., and recently repowered with a new 30-35 hp. Palmer engine.

Eastern L. I. Fishermen to Have Coast Guard Protection

By C. A. Horton

IN response to the requests from Greenport for Coast Guard protection of the fishing fleet, patrol boats will be assigned from Base Four to operate in the Block Island-Gardiner's Bay area.

The Commander of the U. S. Coast Guard station stated that it is hoped that this service will provide adequate protection and assistance to the fishermen and to the pleasure boats frequenting Greenport and vicinity during the yachting season. The vessel assigned will be radio-telephone equipped.

Reports Excellent Season

Frank Johnson, who conducts a wholesale, and retail fish market at New Suffolk, reports one of the best early fishing seasons in years, with an excellent run of flounders.

Good Trap Fishing

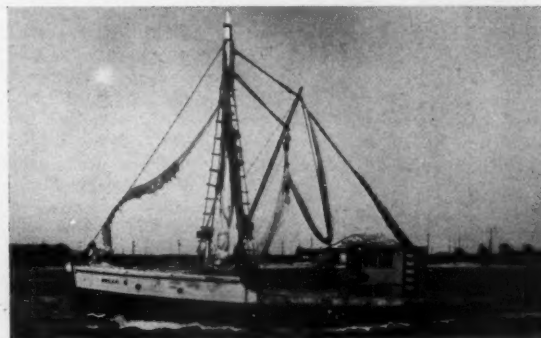
The trap fishing firm of Vail & Eldredge who have sets at Block Island Sound, made a catch of 130 boxes (225 pounds to the box) of butterfish during the week's catch, the latter part of May. Other firms also made very good catches.

Capt. J. C. Wells of Montauk reports that weakfish are coming in good this year, many of the trap fishermen shipping catches of 10 and 20 boxes daily at his pier.

The run of porgies is the best in recent years. Butterfish arrived about a month ahead and have been plentiful.

Shrimp Ban Released

The ban on shrimp was released on May 15th, and the demand outreached the supply. The catch of weakfish began the latter part of May in good numbers, and was more successful when shrimp was used for chum.



The 34-year-old "Helen II", operating out of Brooklyn, N. Y., recently changed over from a 65 hp. gasoline engine to a 60 hp. Fairbanks-Morse Model 36 Diesel. The owner says he is saving \$16 a day since the change.

New York Vessel Landings Reach a New High

By Larry Herzog

THE "Pied Piper" who exerts a magic spell over the migrating mackerel has played a particularly sweet tune this season, to judge by the vast quantity that have been cast on the shores of Fulton Market Docks during the monthly period of April 17 to May 16. Their legions have brought the total vessel landings to a record high for the year in which this column has tabulated the quantities and kinds of fish landed at this port. Total landings amounted to 6,535,000 pounds of fish and 11,980 gallons of scallops.

Worth a Plug by the Institutional Supply Houses

Ernest with the unmentionable stern handle, who chefs it at Fan and Bill's famous steak house at 135 East 46th Street, New York, is surely giving seafoods a grand plug on his menus. On the table d'hote dinner, priced \$1.50 minimum, he lists 6 fish items out of a total of 10 appetizers; and 9 fish items out of 24 in the "Fish, entrees, roasts". On the 60c luncheon there are 5 fish appetizers out of a total of 8 items; and 7 fish items out of a total of 24 "Fish, Entrees, roasts".

Since liquor has come in, the menus of such institutions as "Fan's and Bill's" are looking up. There is not much hope of making a profit on the meal, in fact if they break even they are lucky. But if some one gets careless and orders a cocktail as Charley Trapner put it, the day is saved. With this sort of a philosophy, the hotel and restaurant fish supply houses should put the heat on their chef friends and get them to dress up their menus with fish courses. Restaurants can make a profit on a luncheon or dinner if fish is selected, but it is a total loss if the diner orders steak. A formidable array of fish dishes will swing a lot of lunchers and diners into a profitable selection. Blackford, Winant, Michaels et al, get busy.

A Close Shave for New York Shellfish

On December 31, 1935 the United States Health Department threw a first class bomb into the camp of the New York shellfish dealers and producers by issuing only 15 day temporary certificates to the members of this industry, because the Conservation Department of this state had been lax in their inspection methods.

Unless inspection methods and general conditions improved, said the Federal Department, no more New York shellfish in interstate commerce. The result of this edict was a hasty call to arms of the industry by Head Atlantian John Matthews which resulted in assembly bill No. 2311 being introduced into the New York legislature by Assemblyman John J. Downs. This bill never came out of the committee, but a calamity was averted by the ingenious handling of an extremely ticklish situation by John Matthews who saved the day by finagling a \$40,000 appropriation which was included in the supplementary budget bill and passed during the last hour before the legislature adjourned on May 14.

This appropriation will be used by the State Conservation department under the direction of the State Health Department who will designate the right personnel to carry on the inspection service. This is merely a temporary expedient, but it paves the way for a new bill, quite similar to the one that died with the last legislature, but changed sufficiently to pass in the next session.

The entire shellfish industry owes a deep debt of gratitude to Head Atlantian John Matthews and his fellow workers, James V. Lester, Michael Weisman, Leo P. Gerber, Joe Glancy and Alfred Tucker who represented the industry during the battle that turned what looked like certain defeat into a cracking fine ten-band victory.



The "Marion", Capts. Arthur Hanson and Torsten Henriksen, at Wildwood, N. J. The "Marion" has Exide batteries and uses Linen Thread nets.

Many Fine New Boats Now Under Construction

(Continued from Page 6)

Model 37 starboard marine Diesel, of Fairbanks-Morse manufacture. The engine has a bore of 10½ in. and stroke of 12½ in., with oil-cooled pistons, similar to the engine now on Capt. Mullins' *Mary and Julia*.

Cooling will be accomplished by a fresh-water circulating system, rather than sea water, this being the first installation of its kind on a New Bedford boat. The fresh water circulates from a 50-gallon tank, goes through the engine, and is cooled by a Sims heat exchanger before starting the circuit again. Virtual elimination of corrosion, reduction in sediment deposits in the water jackets, and more uniform water jacket temperature and engine oil heat are some of the outstanding advantages of this system.

Belted to the grooved flywheel of the main engine by a Fairbanks-Morse "Flex-Mor" V-belt will be a 10 kw., 110 volt, reversible controlled-voltage generator, which will operate the auxiliaries and charge the batteries while the engine is running. The generator will be fully enclosed, with separate exciter and automatic switchboard control, and is designed to deliver full rated capacity whether the engine is idling or is turning over at full speed.

A shaft extension on the forward end of the engine, used in connection with a single disc sailing clutch, on the after end of the engine, will be used for operating the winch.

The auxiliary set will consist of a 10 hp., Model 36A-4¼, Fairbanks-Morse Diesel, hooked up to a 6 kw. generator and connected by clutch to a 10 cu. ft. type H air compressor.

Separate, motor-driven pumps will take care of the lubricating oil and circulating system, instead of the usual built-in pumps. Two 2 hp. motors, driving 2 in. Perfection rotary pumps will handle the lube oil at 60 g.p.m. at 30 lbs. pressure.

Three 2 hp. motors will drive 1½ in. centrifugal water pumps, with an output of 100 g.p.m. against a 45 ft. head.

One 1,500 g.p.m. self-oiling typhoon bilge pump will be driven by a 1 hp. motor.

An Alnor pyrometer and thermocouples will be used. The battery will be a 150 ampere-hour 110-volt Gould. A No. 3 Cunningham whistle, will also be installed.

Henry O'Malley Dies

THE fishing industry lost a real friend on April 24, when Henry O'Malley, formerly Commissioner of Fisheries, died suddenly at Seattle, Wash. He was 60 years old. Mr. O'Malley entered the service of the Bureau in 1876, and was promoted from one position to another until he headed the Bureau in 1922, a position he retained until April, 1933. He served the industry and served it well throughout his long and distinguished career.

Mississippi

New Quick Freezing Plant Under Construction at Biloxi

By A. V. Ragusin

THE South Mississippi Ice Co. is spending about \$25,000 on the construction of a quick freezing plant for Biloxi. Work is well under way on the new enterprise at the plant on Delauney and the Railroad, and will be completed for the Fall pack.

The modern plant will have a capacity of 20,000 pounds a day and a storage capacity of about 500,000 pounds.

The construction is under the supervision of George Elder, chief engineer, and will be as modern as possible. While other foods can be stored the plant is primarily for shrimp and fish. The shrimp will be frozen in 10 pound cartons, making boxings of 100 pounds each.

There will be a sharp freezing and a cold storage room. The building is of fireproof construction, being built of concrete and steel. The store room will be lined with eight-inch cork and the freezing room with 10 inches of cork. The foundation and engine are in and work is now under way on putting in a compressor. The steel construction and cork installation will start in several weeks.

Oyster Figures for Season

During the 1935-36 oyster shipping and canning season, just concluded, a total of 524,512 barrels of oysters were brought into Mississippi ports, principally Biloxi, according to figures obtained from the Mississippi Seafood Commission, with headquarters at Biloxi. These figures also show that March was the peak month, with a total of 164,574 barrels. The 1935-36 records, for oysters brought in from both Louisiana and Mississippi is as follows:

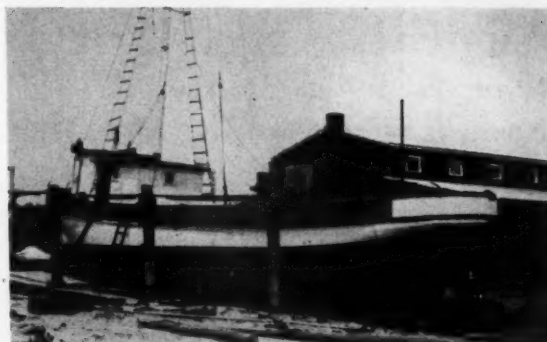
September-October, 4,800 bbls.; November, 5,492; December, 13,060; January, 83,898; February, 145,736; March, 164,574; April, 106,952, a total of 524,512 bbls.

Licenses were issued to 125 boats, for the purpose of dredging oysters, of which about 80 were schooners. A total of 490 oyster skiffs were licensed for hand tonging. During the 1935-36 season, 365 shrimp trawl boats also received licenses.

Crab Industry Shows Growth

During the month of May, the common blue crab of the Mississippi Gulf Coast hit a new high in marketable products of the United States. From the twelve to fifteen establishments, handling crabmeat in Biloxi at present, 75,000 of these crabs were prepared, picked, and shipped by express during one day alone.

The daily express shipments, packed in ice, from the local office of the Railway Express Agency averaged 6,160 pounds, which means that more than six thousand dozen crabs were caught and handled each day.



The first boat hauled out on the new marine railway at the fish factory operated by the Brunswick Navigation Co., Southport, N. C. Their entire fleet will be refinished with Pettit paint.

Hampton Fishermen Overhauling Boats and Plants

By George C. Bentley

BY the end of April oyster plants here were closed down, the crab dredging season was over and all the big trawl fishermen had tied up for the Summer or returned to Northern waters. Business was quiet during May but the industry has not been idle. A good part of the Winter's profits has been spent on new equipment, new rigging, and new paint. The marine railways of J. S. Darling & Son and Fletcher & Browder have been busy hauling and painting and Hampton Creek is now a pretty sight with every boat spick and span in a new coat of gleaming paint. I. Cooper, local ship chandler, reports the sale of rope, paint and canvas in fair volume and prospects of more business in the Fall.

Pound Net Fish Continues Good

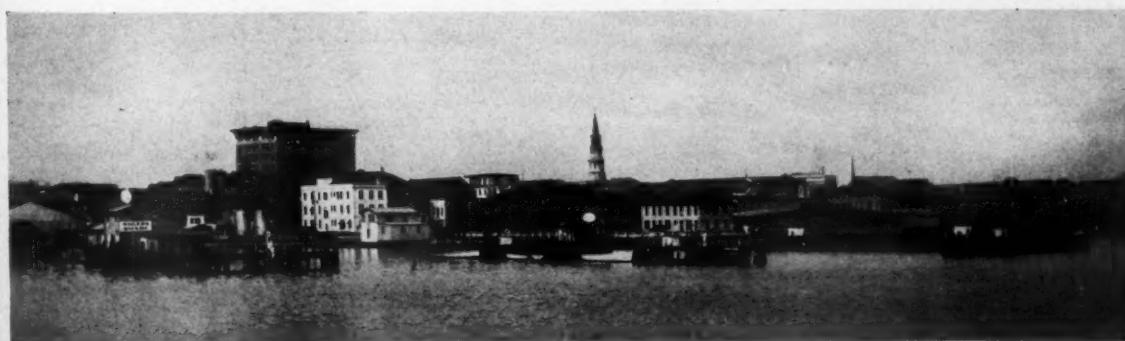
Pound net fishermen at Buckroe Beach and Grand View continue to make good catches of croakers and other varieties of fish. A lucky fisherman was W. D. Hudgins who took from his net last month a cow sturgeon weighing 400 pounds of which 75 was roe. With the meat selling at 12 cents a pound and the roe at \$1.15 this was a good haul.

"Malolo" Tied Up

The trawler *Malolo* is tied up for an indefinite time at the L. M. Newcomb Plant in Phoebus. It is reported that she did not have a successful season and perhaps is due for a change in ownership. She is a fine boat and should make money.

Crabs Scarce

Crabs continue scarce and there is very little activity in this branch of the industry. Some crabs and crabmeat are being shipped in from farther South.



There is ample deep water for large vessels at Adgers Wharf, Charleston, S. C., according to J. F. McLaughlin, of McLaughlin's Yacht Basin at that port. Mr. McLaughlin carries a complete supply of Essomarine fuels and lubricants, and is also equipped with a machine shop and marine railway.

Maryland Oyster Pack Shows Increase

By Edward Bowdoin

SOMERSET County packed 700,044 bushels of oysters during the 1935-1936 season to lead other packing centers of the State, the Conservation Commission reported. The State itself packed 2,798,492 bushels, of which 2,345,129 were produced in Maryland and 453,363 shipped in from out of State, reported Edgar F. Marine, seafood auditor for the Conservation Commission.

Baltimore packed 557,213 bushels during the season, of which 336,674 were Maryland oysters and 220,539 from out of State. Crisfield packed the largest number, 599,689 bushels.

Maryland shipped 37,849 bushels of oysters out of the State during the season and the State realized \$1,513.96 in taxes from that source.

Worcester county led in exports with 11,840 bushels, most of which went to Delaware. Exports from other counties were: Talbot, 60; Somerset, 485; Queen Anne's, 36; Anne Arundel, 8,280; Dorchester, 200; Charles, 380; St. Mary's, 8,797; miscellaneous, 7,771.

Oysters packed by counties were; Anne Arundel, 250,006; Charles, 40,295; Calvert, 123,878; St. Mary's, 19,876; Kent, 103,422; Queen Anne's, 324,403; Talbot, 284,967; Dorchester, 207,460; Wicomico, 108,537; Somerset, 700,044; Worcester, 6,891; miscellaneous, 71,500.

The pack in Maryland in the 1935-36 season was over 1,000,000 bushels more than that of last year, regardless of the prolonged freeze in January and February.

Planting Shells and Seed Oysters

The planting of shells and seed oysters is giving employment to a large number of the watermen and boats. Usually the large dredge boats are laid up at this season of the year, but now all are engaged in the planting.

Crab Season May be Shortened

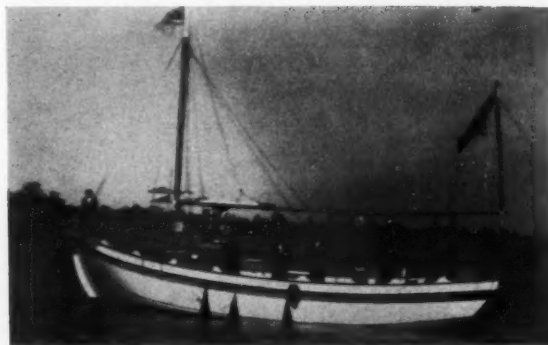
From Easton, Md., on the upper Chesapeake, comes the report that crabbers in various sections of the county are making catches daily. Maryland crabbers face a possibility that the season may be shortened this year. The legislature recently authorized the Conservation Commission to close the season earlier if Virginia would make some changes in its crab laws. The season would normally run through November, but the Commission is empowered to close it during that month.

Returns to Crisfield

Ray A. Parks, who has been conducting a soft crab business in Morehead City, N. C., has returned to Crisfield, where he will conduct the business here for the Coston Co.



The 38-ft. gill netter "Walter K.", owned by Capt. Cadeau, Sagatuck, Mich., and powered by a Gray "Four-56" with 2:1 reduction gear.



"Panormitis", 44½ ft. sponge boat built for Manuel Gonatas by Sarris Bros., Tarpon Springs, Fla., and powered by a 45 hp. Atlas Imperial Diesel.

Virginia Closes Successful Herring Season

By Sandusky Curtis

VIRGINIA'S herring season, largely centered at Hampton, is coming to a successful end.

Preparation, curing and packaging in the Virginia plants during the season has been under the supervision of state officials. The result of the care in this respect has been that the buyer has received a finer product than ever before.

Chesapeake Bay and Potomac River herring have been used by plants in this vicinity. They have been scaled, washed and handled in a sanitary manner while yet fresh. They were placed in a cure of clean, sweet brine in standard barrels, containing not less than 160 pound of fish, and not more than 50 pounds of salt. Smaller packages contain fish and salt in proportion.

Croakers are running fine in Virginia.

Many parties from Norfolk have been over to the Eastern Shore of Virginia to catch trout. The trout are large and are giving the fishermen plenty of action.

Blues are running in North Carolina, particularly off Oregon Inlet.

Local fishermen are spending some time at Ocean View seeking spots, the popular fish of the Summer time.

"Ramona" To Have New Engine

Capt. Nils Soderberg, owner and skipper of the *Ramona*, of Phoebebus, intends to have a new 120 hp. Cooper-Bessemer Diesel installed in his vessel this month.

St. Augustine Items

By Leonard Willey

MOST of the fishing boats have fitted out to go to the Carolinas, and some left last month to fish from New York to Fernandina. Hansen's boats left for New York from which port they will go after the scallops this Summer.

Felici Golino has added another fine looking new boat to his fleet—the *Gen. P. Badoglio*, powered with a 60 hp. engine. Syrmis Boat Works is building a 48 ft. shrimp for Dominic Poli, which will be powered with a three cylinder 45 H.P. engine.

John Fazio has recently bought the tug *Gertrude* of Jacksonville, a 58 ft. boat powered with a 45 H.P. 3-cylinder C. O. engine. He is having a new shrimp built, about 48 ft. in length, at Zeigler's railway, and will put the machinery from the tug into this new boat.

Several Waukesha tractor engines have been installed in boats of the shrimp fleet. One which was recently installed was in the boat *Sol* owned by Captain Salvador Ursino, another was in the *Restoria*, owned by the Atlantic Shrimp Company.

The Best Recommendation for Fairbanks-Morse Engines

Owners Choose Them for New Vessels

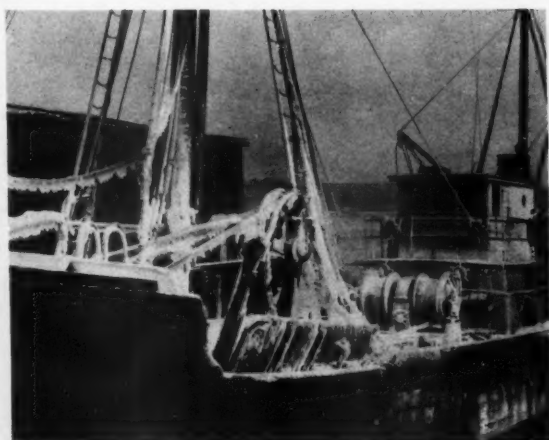
THE trawler "Brookline", owned by the Boston Trawling Co., made her trial run early in 1931. Since then she has fished in all kinds of weather, encountered all kinds of storms, but she has always been a steady producer and a consistent high liner. The same is true of her sister ships, the "Newton" and "Cambridge".

The Boston Trawling Co. think so highly of their Fairbanks-Morse power plants that they have specified a Fairbanks-Morse Diesel for their new steel trawler which will be built by the Bath Iron Works, Bath, Maine.

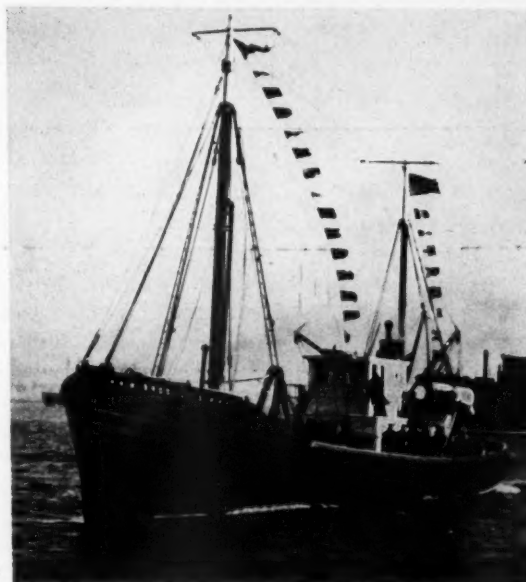
This new trawler—the "Arlington"—will be 126 feet long, modern in every respect. Her 5-cylinder, Fairbanks-Morse Model 37 Diesel, with 14 inch bore and 17 inch stroke, is rated 525 H.P. at 300 r.p.m. This engine will not have the usual built-in auxiliaries; the lubricating oil, circulating water and bilge pumps will be separately driven by individual motors.

Fairbanks-Morse is also supplying many of the smaller items of equipment. The main generating set will be a 4-cylinder, Model 35-E-8 $\frac{3}{4}$ Diesel rated 120 H.P. at 450 r.p.m. The small generating set will be a 4-cylinder, 40 H.P., Model 36-A-4 $\frac{1}{4}$ Diesel, operating at 1200 r.p.m., direct connected to a 25 K.W., 125 volt d.c. marine type generator.

A forward extension shaft on the main engine will operate two 15 K.W. controlled voltage, variable speed, reversible generators. These will supply the electrical energy required while trawling and steaming to and from the banks.



Winter deck scene aboard the "Brookline".



The "Brookline", powered by a 450 H.P. Fairbanks-Morse Diesel and equipped with F-M auxiliaries.

For auxiliaries the "Arlington" will be equipped with two combination water and oil pumps, driven by F-M 10 H.P. motors; three 5 H.P. motor-driven water circulating pumps, and a 5" x 6" duplex power pump driven by a 10 H.P. motor for fire and general service. The air compressor unit will be driven by a 7 $\frac{1}{2}$ H.P. F-M motor with F-M V-belt drive.

Of special interest is the fact that the cooling system will be of the indirect type, using fresh water for cooling the engine and salt water to cool the fresh water. This system, recently developed and the first installation of its kind on a trawler, virtually eliminates corrosion in the water jackets, reduces sediment deposits to a minimum, and insures more uniform engine oil and water jacket temperatures.

In selecting Fairbanks-Morse equipment for the "Arlington", the Boston Trawling Co. is dealing with a manufacturer of 106 years of experience in building power, pumping and weighing equipment. This experience is yours for the asking. Address Fairbanks, Morse & Co., Chicago, or your nearest District Office.

Capt. Dan Mullins Buys Another Fairbanks-Morse Diesel

CAPTAIN Dan Mullins of New Bedford, Mass., well-known owner of fishing vessels, has proved to his own satisfaction the dependability and efficiency of Fairbanks-Morse Diesels.

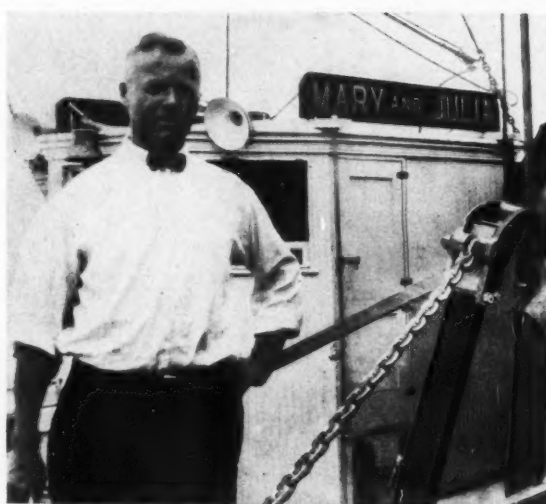
Capt. Mullins will soon take delivery of the "Mary Jane", now being built at the I. L. Snow Co., Rockland, Me. This 90-ft. dragger will be a notable addition to the "Mary R. Mullins", "Mary and Julia" and other vessels of the Mullins fleet.

The main power plant of the "Mary Jane" will be a 5-cylinder, 250 H.P. direct reversible, Model 37 Fairbanks-Morse Diesel. All auxiliaries will be driven by individual motors, rather than by built-in auxiliaries on the main engine. Unique in a vessel of her size and class is the fact that fresh-water cooling will be used; this Fairbanks-Morse feature provides virtual freedom from water jacket corrosion and sediment deposits, and also insures more even temperatures both of the jackets and the engine oil.

Belt-driven from the flywheel will be a 10 K.W., reversible, controlled voltage generator. The auxiliary set will consist of a 10 H.P., Model 36-A-4 $\frac{1}{4}$ Fairbanks-Morse Diesel with belt-driven generator and clutch-connected to a type H air compressor.

All motors and pumps for lubricating oil, water and bilge are being furnished by Fairbanks-Morse.

Capt. Mullins' boats are consistent high liners, and his knowledge of engines and equipment is based on a wide and varied experience. His choice, therefore, of Fairbanks-Morse products for his latest boat is doubly significant, and a recommendation from one who knows F-M stamina, economical maintenance and profitable operation.



Capt. Dan Mullins of New Bedford aboard the "Mary and Julia", a 98-ft. dragger equipped with a 250 H.P. Fairbanks-Morse Diesel.

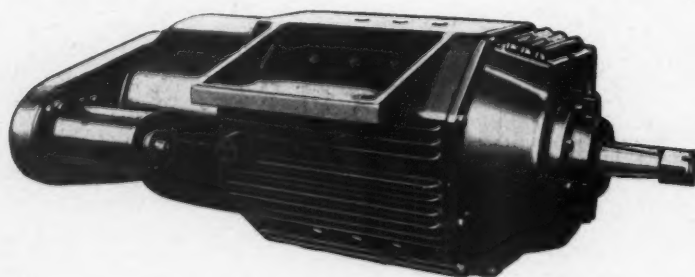
Fairbanks-Morse Controlled-Voltage, Reversible Generators

Gray paint does not make a battleship; neither does a generator make a fishing vessel. But a Fairbanks-Morse reversible, controlled-voltage generator does guarantee a fishing vessel more efficient and economical operation.

Here are the advantages it alone can offer:

1. Voltage always constant regardless of engine speed.
2. Same results in reverse as forward.
3. Applicable to any make of main engine.
4. Completely waterproof.
5. Engineered specifically for the toughest kind of marine service.

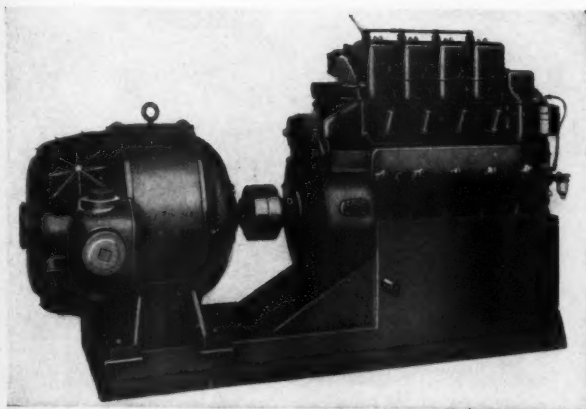
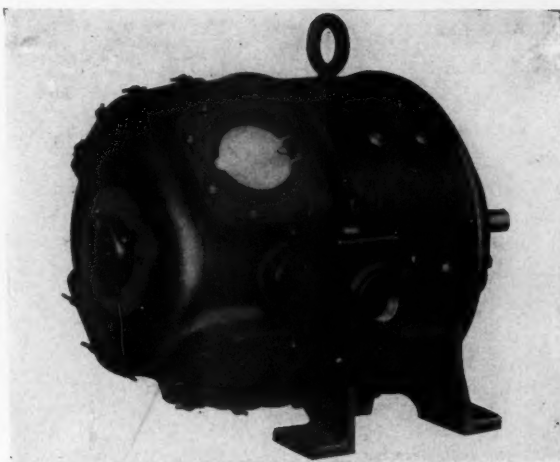
Both the "Arlington" and "Mary Jane" will be equipped with F-M controlled-voltage, reversible generators.



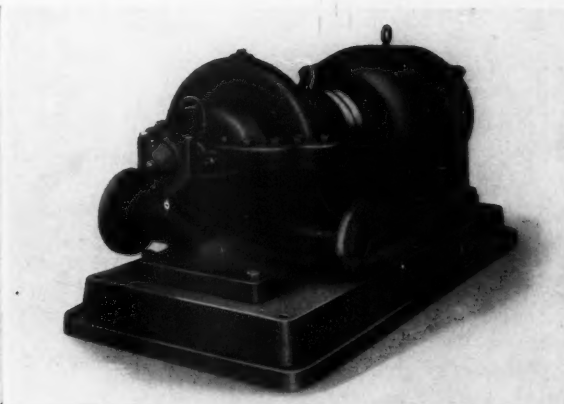
Fairbanks-Morse reversible, controlled-voltage generator, designed by engineers who know the requirements of the fishing industry. Waterproof—constant voltage regardless of engine speed or direction of rotation—applicable to any make of main engine.

Right: One of the Fairbanks-Morse marine type motors. Sturdy electric motors built to withstand the most severe service conditions—completely enclosed, marine type and splash proof motor for wet locations—open type, semi-enclosed and fan-cooled for ordinary service—both a.c. and d.c.

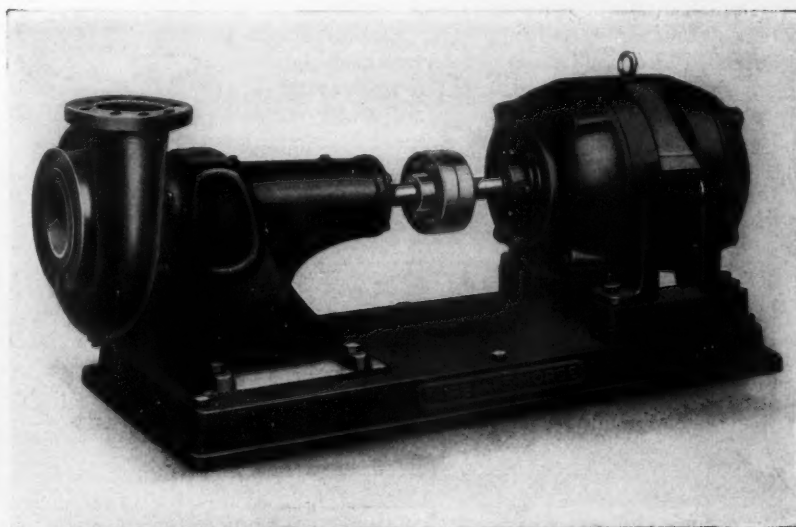
Fairbanks-Morse Motors, Generators and Auxiliary Sets are Especially Designed to Meet the Exacting Requirements of the Fishing Fleet



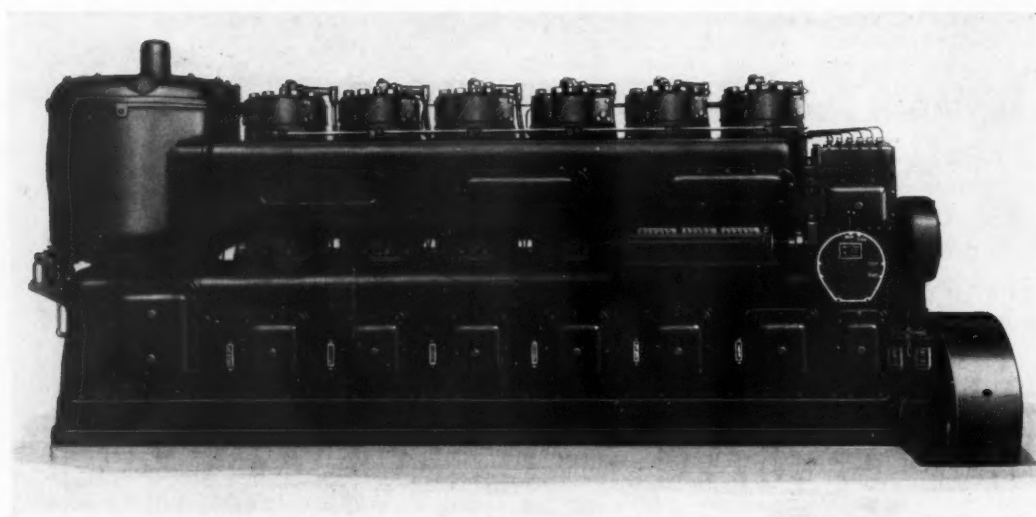
Four cylinder, 40 H.P., Model 36-A-4 $\frac{1}{4}$ Diesel engine direct current generating set for marine auxiliary service. Both engine and generator are solidly mounted together on a welded steel base. Proper installation is a simple matter.



For pumping clear water, brine or other liquids, or water with fish in suspension, there is a Fairbanks-Morse pump designed to fit the conditions and render efficient service. F-M "Unit-built" pumps are available for every pumping need.



Fairbanks-Morse ball-bearing centrifugal, side suction pump, compact, sturdy, especially designed for heavy duty, in sizes from one to eight inches for capacities from 25 to 2200 gallons per minute against heads up to 120 feet.



Six-Cylinder 12'' x 15'' Pump Scavenging Marine Diesel Engine

MODEL 37 engines are of the vertical, two cycle, airless injection, direct reversing type, and operate upon the full Diesel principle. In their design and manufacture are embodied all the requirements for low over-all operating cost, maximum dependability, long life, low maintenance expense and minimum operating attention. The utmost simplicity of design results from the manner in which the two cycle and airless injection principles are employed. A number of advantageous features are offered and yet the extreme simplicity which has characterized Fairbanks-Morse designs is retained. The number of moving parts is reduced to a minimum and all parts are most accessible. The engines are conservatively rated as to horsepower capacity, piston speed, bearing pressures, etc., and will operate continuously at their rated capacity without damaging strain or over-heating.

PRESSURE LUBRICATION. The lubricating system is of the continuous pressure type. A pump draws the oil from the lower base, forcing it through a strainer and tubular type cooler to the main header. Branch lines convey the oil under pressure to the main bearings, camshaft drive gears, camshaft bearings and to the mechanical force-feed lubricator which supplies oil to the cylinders and pistons. From the main bearings the oil is forced through drilled passages in the crankshaft to the crankpins and then

through drilled passages in the connecting rods to the piston pins.

OIL-COOLED PISTONS. Piston cooling is effectively accomplished by continuous circulation of the cooled lubricating oil through the piston crown. From the piston pins the oil passes through spiral grooves in the piston crowns into the jacketed portions of the pistons, returning through a simple system to the reservoir.

PUMP SCAVENGING. Air for combustion is supplied to the cylinders through ports, which connect to a manifold in which an air pressure of approximately two pounds per square inch is maintained by a double-acting pump built into the engine.

AIRLESS INJECTION. A fuel supply pump of the plunger type, which requires no packing, is driven by an eccentric on the camshaft, and delivers the fuel to a reservoir above the fuel-injection pumps, of which there is one for each cylinder. Fuel-injection nozzles are of the differential needle valve, spring loaded type, automatically operated by the fuel pressure.

CENTRALIZED CONTROLS. The starting, reversing and speed controls are mounted in a convenient location on a housing which encloses the air starting, reversing, fuel-injection and governing mechanisms.

FAIRBANKS - MORSE

Diesel Engines

POWER PUMPING AND WEIGHING EQUIPMENT

NEARLY THREE MILLION HORSEPOWER NOW IN SERVICE

New Brunswick Fisheries Officials Discuss Plans to Improve Industry

By C. A. Dixon

PLANS designed to improve the fishing industry in Southern New Brunswick were laid at a meeting of members of the local government and the fishery officials of the district referred to, last month. The meeting was held at Black's Harbor.

It was generally stated that the major obstacles in the way of a revival of the fishing industry were lack of markets for fresh and salt fish, and prevailing low prices. It was proposed to impress on the government the necessity of continuing the payment of a bonus on hake and pollock catches during the season of 1936.

It was also suggested at the meeting that a portion of the funds available for loans for fishermen should be earmarked for Charlotte County. It is understood that the Federal Government will grant \$50,000 on condition that the New Brunswick Government will obligate itself to pay a similar amount. A strong recommendation to that effect was drawn up at the meeting and forwarded to the proper authorities.

New Credit Plan to Aid Fishermen

Under a plan designed to aid the deep-sea fishing industry of Gloucester County, New Brunswick fishermen of that district will be enabled to get credit from local merchants to prepare their boats and outfit themselves for work. Deep-sea fishing schooners will be advanced \$150 and members of the crews \$20 each, the number of each crew being limited to three. Owners of smaller boats engaged in fishing nearer shore will be advanced \$50 each, and the crews of such craft, limited to two men, \$15 each. Each owner or captain will be required to sign a promissory note, payable to the secretary-treasurer of New Brunswick. The notes will be payable November 1, and when paid it is planned to create a special fund with the amounts paid in, to be known as the "Gloucester County deep-sea fisheries fund" which is to be made available at any future time to those engaged in the industry.

Handlining for Pollock

Campobello handliners caught pollock during the entire month of May as the fish struck three weeks earlier than usual. The first week in May boats, each with a crew of three men, landed over 100 pollock to a trip but only a few boats were engaged in the work. The fish were caught by the "pegging" method, at Green Island Shoal, not far from the Wilson's Beach breakwater. Hard dried pollock are bringing \$2.50 a quintal in Nova Scotia and the fish have to be cured extremely hard.



Emery Mathews of Wilson's Beach, N. B., owns this new 40-footer, which makes a good 9 knots with a 35 hp. Red Wing.

Where to Ship

These companies are in the market for fish and shellfish.

ATLANTA, GA.

Roy Petree, 1 Produce Place, S. W.

BALTIMORE, MD.

F. C. Bower & Co., Wholesale Fish Market.
J. J. Lansburgh Co., Wholesale Fish Market.
Ocean Seafood Co., Wholesale Fish Market.

BOSTON, MASS.

Atwood & Co., Administration Bldg., Fish Pier.
Corso & Gambino Co., 112 Atlantic Ave.
John Green, Administration Bldg., Fish Pier.
R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.
S. Mantia & Sons Co., 122 Atlantic Ave.
National Fish Co., 126 Atlantic Ave.
Joe O'Neill, Administration Bldg., Fish Pier.
Rowe & Sullivan, Administration Bldg., Fish Pier.

CHICAGO, ILL.

Best Fish & Oyster Co., Fulton Fish Market.
Booth Fisheries Corp., 300 W. Adams St.
Holmes Fisheries Co., Inc., 171-173 N. Union Ave.
J. A. Klafin, 209 N. Union Ave.
Robbins, Inc., 362 W. Kinzie St.
Standard Fish Co., 225 N. Union Ave.
Trabert Fish Co., 223 N. Union Ave.
Triggs Brokerage, Inc., 308 W. Washington St.
Walker's Fulton Fish Co., 227 N. Union Ave.

NEW YORK, N. Y.

Ackerly & Sandiford, Inc., 8-9 Fulton Market.
Sol Broome & Co., 34 Peck Slip.
Joseph H. Carter, 38 Fulton Market.
Chesebro Bros. & Robbins, 1-2-3 Fulton Market.
David Cornman, 107 South St.
R. J. Cornelius, 40 Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Caleb Haley & Co., 14 Fulton Market.
Harold E. Hamblin, Inc., 479-485 First Ave.
J. J. Hanson, Inc., 6 Fulton Market.
Lakeside Fish Co., 43 Peck Slip.
Lockwood & Winant, 4 Fulton Market.
J. Edwin Treacle, 20 Fulton Market.
Wallace Keeney Lynch Corp., 18 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
John D. Goodman, Dock St. Fish Market.
F. P. Larkin, Inc., Dock St. Fish Market.
D. D. Lewis, Inc., Dock St. Fish Market.
J. McLaughlin & Son, 237 S. Front St.
H. W. Seuffert & Co., Dock St. Fish Market.
C. V. Sparks & Co., Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BARRELS, TIGHT (for Liquids)

Wooden and Steel

American Cooperage Co., Inc., Maurer, N. J.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., 30 E. 42nd St., New York, N. Y.

Storage

*Edison Storage Battery Co., W. Orange, N. J.

*"Exide": Electric Storage Battery Co., Philadelphia, Pa.

USL Battery Corp., Niagara Falls, N. Y.

CAN MANUFACTURERS

National Can Co., 110 E. 42nd St. New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

CORDAGE MANUFACTURERS

*American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.

*Columbian Rope Co., Auburn, N. Y.
New Bedford Cordage Co., 233 Broadway, New York, N. Y.

*Plymouth Cordage Co., North Plymouth, Mass.
Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

General Electric Co., Schenectady, N. Y.

ENGINE DEALERS

Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.

*Bolinders Co., 33 Rector St., New York, N. Y.
Bronander Engineering & Research Corp., Belleville Turnpike, No. Arlington, N. J.

*The Buda Co., Harvey, Ill.
Cooper-Bessemer Corp., Mount Vernon, O.

*Fairbanks, Morse & Co., Chicago, Ill.
McIntosh & Seymour Corp., Auburn, N. Y.

The National-Superior Co., Springfield, Ohio.
*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

Fuel Oil Engines

*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

(Continued next column)

Fuel Oil Engines, Cont.

Murray & Tregurtha, Inc., No. Quincy, Mass.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

*The Buda Co., Harvey, Ill.

Buffalo Gasolene Motor Co., 1280-1290 Niagara St., Buffalo, N. Y.

*Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

Murray & Tregurtha, Inc., No. Quincy, Mass.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

"C-O-Two": C-O-Two Fire Equipment Co., 560 Belmont Ave., Newark, N. J.

"Lux": Walter Kidde & Company, 140 Cedar St., New York, N. Y.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

*"Lubal": Gustavo Preston Co., 113 Broad St., Boston, Mass.

HARDWARE, Marine

Maine Steel Products Co., South Portland, Me.

HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

"Creasey": The Cochrane Corp., 17th and Allegheny Ave., Philadelphia, Pa.

"Little Giant": The Micro Corp., Bettendorf, Iowa.

MACHINERY, Marine

*Hathaway Machinery Co., New Bedford, Mass.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 112 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

Pauls Fish Net Co., 1727-31 N. Winchester Ave., Chicago, Ill.

NET ANCHORS

Sebewaing Carriage & Wagon Works, Sebewaing, Mich.

NET BUOYS and LIFTING EQUIP.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

NET PRESERVATIVES

*Cuprinol, Inc., 1190 Adams St., Boston, Mass.

Shepherd Chemical Co., Highland Ave., Norwood, Cincinnati, O.

OILS (Fuel, Lubricating, Gasoline)

*"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.

Gargoyle DTE Marine Oils for Diesel Lubrication, Gargoyle Mobiloil Marine for Gasoline Engines, Diesel Fuel, Mobilgas; Socony-Vacuum Oil Company, Inc., 26 Broadway, New York, N. Y.

OILED CLOTHING

D. O. Frost Corp., Gloucester, Mass.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

Geo. Kirby Jr. Paint Co., New Bedford, Mass.
*Pettit Paint Co., Jersey City, N. J.

Edw. Smith & Co., Long Island City, N. Y.
*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER SHAFTS

*"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

"Shipmate": Stamford Foundry Co., Stamford, Conn.

REFRIGERATORS

Liquid Carbonic Corp., 3100 S. Kedzie Ave., Chicago, Ill.

SEAFOOD HANDLING TOOLS

Chas. D. Briddell, Inc., Crisfield, Md.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

*Bethlehem Shipbuilding Corp., Bethlehem, Pa.
E. Klonaris, Fernandina, Fla.

Peterson Boat Works, Sturgeon Bay, Wis.

SHIP CHANDLERS

*Sherman B. Ruth, 28 Hancock St., Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippacanoe City, Ohio.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

*Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

WIRE BASKETS

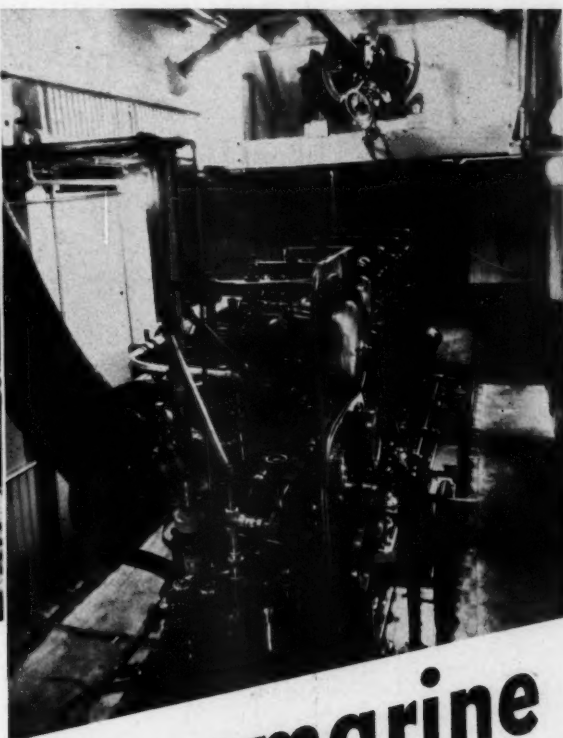
Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

WIRE ROPE

Paulsen-Webber Cordage Corp., 26 Front St., New York, N. Y.



**FISH
AMIDSHIPS..**



**Essomarine
AFT..**

..and Profits ahead

EDWIN LEVICK PHOTO

PHOTOS COURTESY COOPER-BESSEMER CORP.

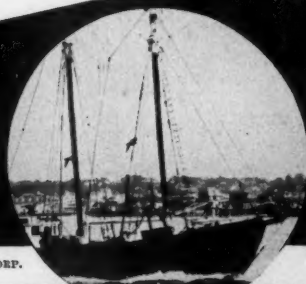
IT'S a fat haul! Not on the pier yet—but with Essomarine guarding the engine, the Skipper knows it soon *will* be! He's been running the clock around day after day—without a hitch, thanks to Essomarine's protection—and now to pick up a land range—and a good bankroll!

And the Chief, like most Engineers ambitious for high-line honors, makes sure his power-plant is Essomarine-lubricated before the twine goes over.

Essomarine Lubricants are *specialized* for the job sea-going engines have to do. They're made to cushion every working surface in heavy duty Diesels, as well as in gasoline and steam engines.

No matter whether you fish with the shoal-draught fleet or the deep-legged craft, you owe your engine, your crew and your pocket-book the finest marine lubrication that the world's leading oil organization can make. Get it wherever you see the familiar red, white and blue Essomarine sign.

PENOLA INCORPORATED, 26 BROADWAY, NEW YORK CITY



Essomarine Lubricants constitute a complete line for use in steam, Diesel or gasoline engines. They are especially adapted to the needs of the fishing trade. Get them through any of the following major companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company, Incorporated in Kentucky—Standard Oil Company (Ohio)—Humble Oil and Refining Company—(In Canada) Imperial Oil, Limited.

Where to Buy Fish and Shellfish Products

Look up the fish and shellfish products you need. The numbers after the items refer to the companies listed in "Where to Buy" column on opposite page.

ALEWIVES:

Fresh/Frozen: 3, 5, 8
Smoked: 3

BLUEFINS:

Fresh/Frozen: 17
Smoked: 14

BLUEFISH:

Fresh/Frozen: 6, 8, 18, 20,
30, 38, 39

BLUE PIKE:

Fresh/Frozen:

BUTTERFISH:

Fresh/Frozen: 3, 5, 18, 30

CARP:

Fresh/Frozen:

CATFISH and BULLHEADS:

Fresh/Frozen: 7, 12, 14

CHUBS:

Fresh/Frozen:
Smoked: 14

CLAMS, HARD:

Shell: 4, 5, 9, 11, 22, 24
Shucked: 4, 5, 9, 11

CLAMS, SOFT:

Shell: 3, 5, 22, 24
Shucked: 3, 5
Canned: 5, 16

COD:

Fresh/Frozen: 3, 5, 25, 26, 27,
45
Fresh/Frozen Fillets: 3, 5, 15,
25, 26, 27

Fresh Steaks and Sticks: 3, 5
Cheeks, Sounds, Tongues: 2, 3, 5
Canned (Cakes, Flakes, etc.): 2,
5, 44, 57

Salted: 2, 3, 5, 14, 15, 16, 44
Smoked Fillets: 3, 5, 15, 16, 23,
25, 32

Oil: 3, 5

Cod-Liver Oil: 5, 16

CRABS:

Hard: 4, 5, 9, 11, 12, 22, 51
Soft: 4, 11, 12, 22, 51
Crab Meat: 4, 8, 11, 12, 22, 51
Canned: 16

CROAKERS:

Fresh/Frozen: 6, 18, 28, 29, 30,
46, 47, 48, 49, 50
Fresh Fillets: 30
Dressed: 30

CUSK:

Fresh/Frozen: 3, 5
Fresh Fillets: 3, 5
Fresh Steaks and Sticks: 3, 5
Salted: 2, 5, 44
Smoked Fillets: 3, 5

DRUM (Red Drum):

Fresh/Frozen:

EELS:

Fresh/Frozen: 4, 5
Smoked:

FLOUNDERS:

Fresh/Frozen: 3, 5, 6, 18, 28,
29, 30, 45, 46, 47, 48, 49
Fresh/Frozen Fillets: 3, 5

FLUKE:

See Flounders

FROGS:

Whole: 7, 8, 12, 39
Legs: 7, 39, 57

GRAY TROUT:

Fresh/Frozen: 6, 30
Dressed: 30
Fillets: 30

GROUPERS:

Fresh/Frozen: 8, 59
Fresh Fillets and Steaks: 8

HADDOCK:

Fresh/Frozen: 3, 5, 25, 26,
27, 45

Fresh/Frozen Fillets: 3, 5, 14,
15, 25, 26, 27

Fresh Sticks: 3, 5

Canned: 57

Salted: 2, 5, 44

Smoked Fillets: 3, 5, 15, 23, 25,
32

Finnan Haddie: 3, 5, 15, 16, 23,
25, 32

HAKE:

Fresh/Frozen: 3, 5, 6, 29

Fresh/Frozen Fillets: 3, 5, 29

Fresh Sticks: 3, 5, 29

Salted: 2, 3, 5, 16, 44

Smoked Fillets: 3, 5

HALIBUT:

Fresh/Frozen, Eastern: 3, 5, 7
Fresh/Frozen, Western: 3, 5, 7,
14, 15

Salt Fins: 2

Smoked: 2

HERRING, LAKE:

Fresh/Frozen: 3, 14, 15, 17
Smoked Fillets: 14

HERRING, SEA:

Fresh/Frozen: 3, 5, 6
Cured: 2, 5, 16
Smoked: 2, 3, 5, 10, 16, 19
Canned "Sardines": 5, 15, 16,
36, 53
Spiced: 15

KINGFISH or "KING MACKEREL":

Fresh/Frozen: 6, 8, 18, 30, 37,
39, 40

LOBSTERS:

Live: 1, 3, 12, 13, 21, 25, 31,
33, 42, 43

Meat, Fresh Cooked: 1, 3, 42

Canned: 16, 57

LOBSTERS (Southern Crayfish):

Live: 8, 39, 57
Meat, Fresh Cooked: 39

MACKEREL:

Fresh/Frozen: 3, 5, 18
Fresh/Frozen Fillets: 3, 5, 14
Salted Fillets: 2, 3, 5, 14, 15, 16
Split Salted: 2, 3, 5, 14, 15, 16
Smoked: 3, 5
Canned: 2, 5, 16, 44

MULLET:

Fresh/Frozen: 8, 15, 29, 37, 39,
46, 48, 49, 50, 54, 55

Salted: 8, 29

Salted Roe: 8

OYSTER-CRABS:

Fresh: 4

OYSTERS:

Shell: 4, 5, 7, 8, 11, 12, 14,
20, 22, 28, 29, 30, 41, 51,
52, 56, 58

Shucked: 3, 4, 5, 7, 8, 11, 12,
14, 20, 22

Canned: 52, 56, 58

PIKE or PICKEREL (JACKS):

Fresh/Frozen: 15

PILCHARDS:

Canned "Sardines": 15, 16

POLLOCK:

Fresh/Frozen: 3, 5, 27
Fresh/Frozen Fillets: 3, 5, 14,
15, 27

Salted: 2, 3, 5, 16, 44

POMPANO:

Fresh/Frozen: 7, 8, 12, 39, 40

PORGIES:

See Scup

REDFISH (Southern):

See Drum

RED SNAPPER:

Fresh/Frozen: 8, 39, 41, 59
Fresh Fillets: 8
Fresh Sticks: 8

ROSEFISH (Ocean Perch):

Fresh/Frozen: 15
Fillets: 14, 15

SABLEFISH:

Fresh/Frozen: 7, 15
Fresh Fillets: 7

SALMON:

Fresh/Frozen: 3, 5, 7, 14, 15
Hard-Cured: 15
Mild-Cured: 5
Smoked: 14, 16
Canned: 16

SARDINES:

See Pilchards; Herring, Sea

SAUGERS:

Fresh/Frozen:

SCALLOPS:

Bay: 7
Sea: 3, 7, 11, 14, 15, 22, 39, 51

SCUP or PORGIES:

Fresh/Frozen: 6, 8, 18, 29, 30,
51

SEA BASS:

Fresh/Frozen: 6, 18, 29, 30, 46,
48, 49, 50

SEA BASS (Calif.):

Fresh/Frozen: 7, 18

SHAD and SHAD ROE:

Fresh/Frozen: 3, 5, 6, 11, 18,
29, 30

SHEEPSHEAD, FRESH-WATER:

Fresh/Frozen:

SHEEPSHEAD, SALT-WATER:

Fresh/Frozen: 8

SHRIMP:

Fresh/Frozen: 4, 5, 7, 8, 12, 22,
30, 34, 35, 52, 56, 58

Packaged, Fresh/Frozen:

Cooked and Peeled: 11

Canned: 15, 16, 52, 56, 58

SMELT:

Fresh/Frozen: 3, 5, 15

SOLE:

Fresh/Frozen: 3, 5
Fillets: 3, 5

SPANISH MACKEREL:

Fresh/Frozen: 6, 8, 18, 30, 37,
38, 39, 40, 54, 55

SQUID:

Fresh/Frozen: 3, 14, 30

STRIPED BASS:

Fresh/Frozen: 6

STURGEON:

Fresh/Frozen: 5, 6
Smoked:
Caviar:

SWORDFISH:

Fresh/Frozen: 3, 5

TULLIBEE:

Fresh/Frozen:
Smoked: 14

TUNA, Etc.:

Fresh/Frozen: 5
Canned: 16

TURTLES and TERRAPIN:

Whole: 9, 11, 22
Meat: 11, 12, 39
Canned: 11

WEAKFISH:

Fresh/Frozen: 6, 18, 30

WHITEFISH:

Fresh/Frozen: 15, 17
Fillets: 14
Smoked: 14

WHITING:

Fresh/Frozen: 3, 5, 6, 18, 29
Salted: 2, 29

YELLOW PERCH:

Fresh/Frozen:

YELLOW PIKE:

Fresh/Frozen: 15

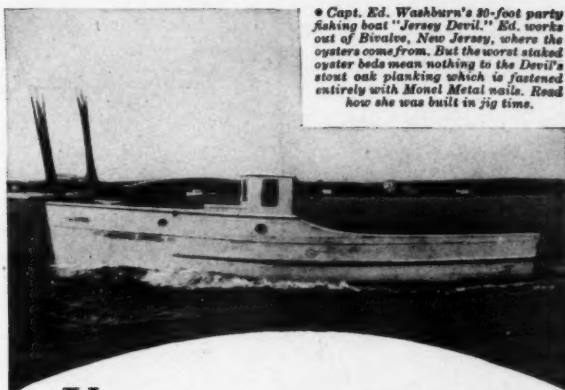
YELLOWTAIL:

Fresh/Frozen: 5, 8, 39

Where to Buy

Items on opposite page refer to these producers and distributors.

- 1—Rackliff & Witham, Rockland, Maine.
- 2—Davis Bros. Fisheries Co., 43-63 Rogers St., Gloucester, Mass.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—E. A. Hitchings & Co., Norfolk, Va.
- 5—Portland Fish Co., Portland, Me.
- 6—Old Point Fish Co., Inc., Phoebus, Va.
- 7—Mid-Central Fish Co., 1656-60 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—W. E. Horner, Jr., Parkertown, N. J.
- 10—Green Brothers, Eastport, Maine.
- 11—L. R. Carson, Inc., Crisfield, Md.
- 12—Reuther's Sea Food Co., Box 773, New Orleans, La.
- 13—L. C. Creamer Co., 79 Commercial Wharf, Boston, Mass.
- 14—F. J. Wurtz, 2019 Seventh St., Bay City, Mich.
- 15—B. A. Griffin Co., 531 S. Water St., Milwaukee, Wis.
- 16—Snow Fisheries Co., 269 Northern Ave., Boston, Mass.
- 17—Hogstad Fish Co., 10-18 West Morse St., Duluth, Minn.
- 18—Coast Fishery, Monmouth Beach, N. J.
- 19—George A. Mowry, Lubec, Maine.
- 20—Narragansett Bay Oyster Co., Providence, R. I.
- 21—Watson Bros., Cundy's Harbor, Me.
- 22—Wm. M. McClain, 231 So. Front St., Philadelphia, Pa.
- 23—W. A. Ray, 529 Second St., South Boston, Mass.
- 24—Carl W. Savage, Rowley, Mass.
- 25—Willard & Daggett Co., Central Wharf, Portland, Me.
- 26—R. O'Brien & Co., 34 Fish Pier, Boston, Mass.
- 27—Cape Ann Cold Storage Co., Gloucester, Mass.
- 28—Globe Fish Co., Inc., Elizabeth City, N. C.
- 29—Isaac Fass, Inc., Portsmouth, Va.
- 30—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 31—Consolidated Lobster Co., Rockport, Mass.
- 32—Collins-Lee Co., 105 Suffolk St., Chelsea, Mass.
- 33—E. Jameson & Sons, Jameson's Wharf, Portsmouth, N. H.
- 34—Fred Hanson, St. Augustine, Fla.
- 35—St. Johns Shrimp Co., St. Augustine, Fla.
- 36—Seaboard Packing Co., Lubec, Me.
- 37—Walter Peterson, Fort Pierce, Fla.
- 38—Hudgins Fish Co., Palm Beach, Fla.
- 39—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 40—Capt. Tom's Fish Market, Miami, Fla.
- 41—Mirabella Fish Co., Tampa, Fla.
- 42—N. F. Trefethen Co., Custom House Wharf, Portland, Me.
- 43—A. C. McLoon Co., Rockland, Me.
- 44—Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass.
- 45—Producers Fish Co., Gloucester, Mass.
- 46—Mack Lupton, New Bern, N. C.
- 47—H. F. Lewis & Son, Hampton, Va.
- 48—Gordon C. Willis, Morehead City, N. C.
- 49—Ben Gray, Morehead City, N. C.
- 50—S. W. Davis & Bro., Beaufort, N. C.
- 51—Wallace M. Quinn, Crisfield, Md.
- 52—L. P. Maggioni & Co., Savannah, Ga.
- 53—R. J. Peacock Canning Co., Lubec, Me.
- 54—Homosassa Fish Co., Homosassa, Fla.
- 55—L. C. Yeomans, Crystal River, Fla.
- 56—Acme Packing Co., Apalachicola, Fla.
- 57—Burnham & Morrill Co., Portland, Me.
- 58—Williams Bros., Biloxi, Miss.
- 59—Ros Fish Co., Pascagoula, Miss.



• Capt. Ed. Washburn's 30-foot party fishing boat "Jersey Devil." Ed. works out of Bivalve, New Jersey, where the oysters come from. But the worst staked oyster beds mean nothing to the Devil's stout oak planking which is fastened entirely with Monel Metal nails. Read how she was built in jig time.

YOU WANT A SAMPLE OF Smart Boat Building?



...WELL JUST TAKE
THE "JERSEY DEVIL"

"She's the heaviest and strongest boat around BIVALVE...and she's chock full of Monel Metal fittings."

—SAYS MORT CALKINS

WHEN you were a kid, did you ever walk barefoot through a field of stubble? Well that's just apple pie compared to the trips made time after time by the Jersey Devil.

Her skipper, Ed. Washburn, drives her through the oyster grounds of Delaware Bay. And if you have ever seen an oyster bed, you know how it is all stubbled over with stakes that would rip open any light boat. But not the Devil. Her framing, ribs, keel, carlins and bottom are all built of good stout oak.

When Ed. was first talking over the kind of craft he wanted, he said, "Mort, I want to get the strongest fastenings possible."

So I says to him, "Copper is too soft to drive into that oak. And iron nails rust out, besides which, they always leave mean looking streaks while they're rotting away. What you want," I tells him, "is Monel Metal. That's what I'd get." So he did.

It took less than one-third as long to fasten the Devil as ordinary. Because those Monel Metal nails went into the hard oak without boring. Yet they never split a single timber. And no need, either, to plug the holes, like you do with galvanized nails, because when you drive home Monel Metal nails there's no galvanizing to be knocked off, and nothing to rust.

So you see there's other uses for Monel Metal besides propeller shafts and galley work. Ed. knows that too. He's just ordered a Monel Metal rudder and tiller rope. Here's hoping the same

Mort Calkins

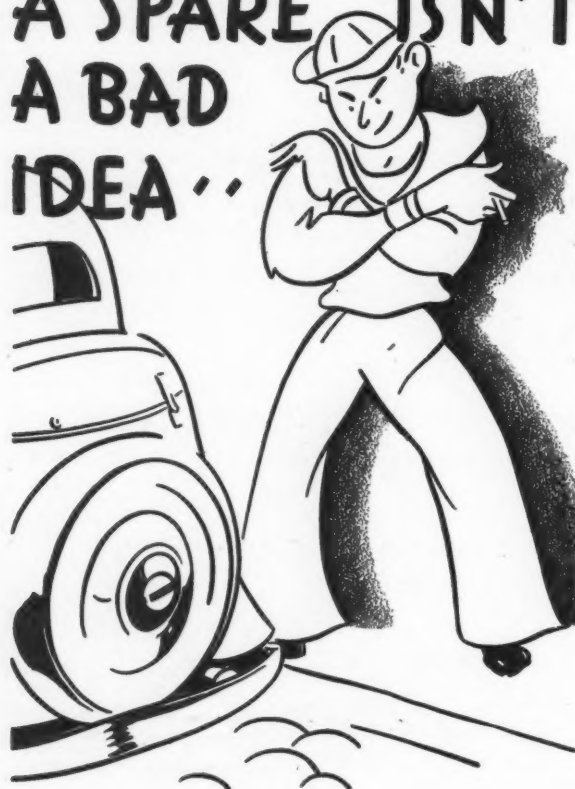
MONEL METAL

THE INTERNATIONAL NICKEL CO., INC., 67 Wall St., New York, N. Y.



Monel Metal is a registered trade-mark applied to an alloy containing approximately two-thirds Nickel and one-third copper. Monel Metal is mined, smelted, refined, rolled and marketed solely by International Nickel.

A SPARE ISN'T A BAD IDEA...



Call at your nearest Hyde dealer and buy a "spare" bored to fit your shaft size. Then it is a simple matter to change the wheel in case you do hit something. No need to lay up. No limping along with a damaged wheel. Send the old wheel to the factory for a proper job of reconditioning. A spare wheel takes little room aboard and may save the loss of the all too few sailing days.

HYDE WINDLASS CO., BATH, MAINE
Member of Marine Propeller Manufacturers' Ass'n.

HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency". It tells why Hyde Propellers often increase the speed of a boat and always get home safely.



Dealers everywhere carry ample stocks

Lunenburg Frozen Baiting Season Closes

By H. R. Arenburg

NEARLY 1500 quintals less than last year, the smallest frozen baiting trip in some years, was registered when the schooners returned with but 6,600 quintals as their total catch. The small catch reflects a serious situation for the once famous Lunenburg fishing fleet. The quantity of dried fish on hand with the local merchants is less than it has been at this time of the year for the past twenty-five years. In 1935, fifteen vessels landed 8,000 quintals and each year shows the fishing fleet becoming smaller. The fleet that once boasted 132 vessels has now dwindled to 28. The figures for the catch this year is as follows:

Schooner	Captain	Quintals
<i>Mavis Barbara</i>	Henry Creaser	800
<i>Harriet & Vivian</i>	Frank Meisner	800
<i>J. H. MacKay</i>	Moyle Crouse	800
<i>C. J. Morrow</i>	Abraham Cook	600
<i>Pan American</i>	E. Creaser	500
<i>Mabel Dorothy</i>	Foster Lohnes	500
<i>Delawana</i>	Fred Deal	500
<i>C. A. Anderson</i>	Arnold Parks	500
<i>Beatrice Beck</i>	A. Mossman	500
<i>Progressive II</i>	Carmen Knock	400
<i>Maxwell Corkum</i>	Freeman Corkum	400
<i>Leah Beryl</i>	Lawrence Zinck	300
Total		6,600

New Boat Delivered

The new fishing boat *A. F. Morash*, built for George Lace arrived here from Indian Point. The boat is 45 feet in length and is powered with a 14 hp. Hawboldt engine. She will be engaged in the fishing industry along the Eastern shore. The skipper is a brother of Captain Orlando Lace.

Fitted Out for Salt Fishing

Schooners *Ronald George* and *Bessemer* which have been engaged in the fresh fishing industry during the Winter months, have fitted out for salt fishing.

Arrives from Banks

Schooner *Haligonian*, Captain George Himmelman, arrived from the Banks with a cargo of 1400 quintals of salt fish. The schooner was on the banks one month and five days.

On the Ways

Schooner *Irene & Mary* was on the marine railway for cleaning and painting.

Schooners *Marjorie* and *Dorothy* and *Isabelle Spindler* came off the marine railway where they had been cleaned and overhauled and are fitting out for salt fishing.

Tern schooner *A. W. Chisholm*, which had been laid up in the harbor for some time past, hauled out on the marine railway for cleaning and painting.

"Alice" Burned

A tragedy was barely averted when the motor boat *Alice* owned and commanded by Captain Charles Mosher of Lower La Have caught fire when leaving Riverport for Bridgewater. The engine backfired causing a blaze which came very nearly trapping three women passengers who were in the little cabin of the boat.

"Partanna" Lost With All Hands

Fate of the banker *Partanna* was definitely determined when fishermen off Trepassy, Newfoundland, picked up a dory bearing the lost schooner's name. She was last reported as having spoken to the schooner *Mary Ruth*, on the Banks in March.

Establishing Branch Firm at Halifax

Eli F. Surrette, who has been employed at the Boston Fish Pier Co. for the past 11 years, is now establishing a branch of that concern at Halifax.



Oyster Boat

"MILDRED"

of New Haven, Conn.

powered with a

WOLVERINE DIESELwhich has rendered highly
satisfactory service for 13 years

OUTSTANDING FEATURES of the WOLVERINE in the OYSTER INDUSTRY

Instant Response to Speed or Load Changes

Perfect Control from NORMAL R. P. M. to one-third speed without missing or stalling

Minimum attention needed due to low-pressure fuel injection

Single hole Fuel Injectors, cannot carbonize or leak

Catalog No. 135 upon Request

WOLVERINE MOTOR WORKS, Inc.

No. 1 Union Avenue

Bridgeport, Conn.

Trawler Repairs and New Construction

*Four Trawlers undergoing repairs at Atlantic Works*

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHELEHEM SHIPBUILDING CORPORATON, Ltd.

General Offices



Bethlehem, Pa.

General Sales Offices: 25 Broadway, New York
Boston Office, 75 Federal St.



NATIONAL NET & TWINE

Div. of Ludlow Mfg. & Sales Co.

211 CONGRESS ST.
BOSTON, MASS.

**LINEN and COTTON GILL NETTING
SEINE, POUND and TRAP NETTING**

**We Strive to Make Tanglefin Netting the Best.
The Quality Goes In Before the Name Goes On.**



Proven for 20 Years in Europe —Now Available Here!

You can save money, drying time, and Net repairs with CUPRINOL—a liquid preservative easily applied. It thoroughly impregnates the Net with organo-metallic salts that *Prevent Mildew, Rot, Deterioration and Attack by Bacteria.*

One treatment of CUPRINOL for FISH NETS is lasting, and greatly lengthens the life of the Net. The treatment adds but little in weight, does not lessen the tensile strength nor make the Net stiff and bulky, but leaves it as flexible as ever.

One gallon of CUPRINOL for FISH NETS will treat 15 lbs. of Nets. Made in Brown, Green or Clear. 1 gallon can \$4.00; 5 gallon can \$17.50; 50 gallon drum \$150.00. All prices F.O.B. Boston. Order through your Fishing Supply House.

Two other grades are sold: CUPRINOL for CANVAS, to prevent mildew and decay in sails, awnings, canvas decks and all fabrics; and CUPRINOL for WOOD, to be used as a priming coat under paint, or by itself on bare wood, to prevent rot and attack by marine borers.



Information Booklet on Request

CUPRINOL INC.
1190 Adams Street
Boston, Mass.

The Roamer in Florida

Palm Beach

J. J. Hanson, well known commission man of Fulton Market, New York, has established a Florida lobster canning company on the Bahama Islands, using his power house boat to freight between Palm Beach and the island.

Capt. Francis McBride's party boat *Black Hawk*, fishes out of Brielle, N. J., during the Summer, and makes her Winter quarters at Poinciana Basin, Palm Beach, where Capt. James McAskill is dock master. Capt. McBride holds the record of 705 pounds of weakfish out of Peconic Bay, L. I. His boat is equipped with a 75 hp Buda, with 2 to 1 reduction gear, and Exide batteries.

Capt. Tom Jones, one of the first men to engage in tuna fishing out of New Jersey, has his new boat the *Miramy III* fishing out of Poinciana Basin. The boat was built by Adam Price of Parkertown, N. J., and is a luxurious fishing yacht powered with two Gray motors and equipped with Columbian propellers, Smith and Tarr & Wenson paints bought from Johnson Tower Co., Philadelphia; and Monel Metal sink and fittings. Capt. Jones operates out of Beach Haven, N. J., in the Summer.

West Palm Beach

Hudgins Fish Co., with branch plants at Miami and Ft. Pierce, has been in the fishing business for 50 years. The company was started by L. G. Hudgins who manages the business assisted by his four sons, R. S., W. H., L. L. and Edward. They operate two up-to-date retail markets and ship to Northern markets.

Miami

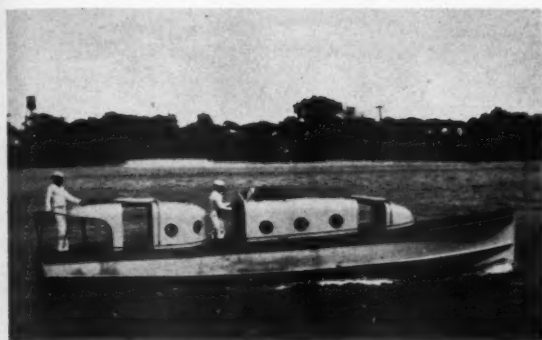
The East Coast Fisheries, Inc., is one of the largest producers and distributors of Florida fish. This company was organized in 1925 by Max Swartz who had been branch manager of Booth Fisheries at Chicago. Mr. Swartz's brother Joseph has charge of the fleet. Between three and four million pounds of Florida lobsters are handled yearly; large shipments are made to New York and markets South and West. Sea scallops, Spanish mackerel, kingfish and all kinds of Florida fish are handled in season, as well as canned lobster meat. A large retail department, separate from the wholesale department, employs ten counter men and from five to eight salesmen who call on hotels and restaurants. The concern has a capacity for two car loads of Spanish mackerel a day in season. Five delivery trucks and two long distance hauling trucks are operated.

Capt. T. H. Newman, managing owner of Capt. Tom's Fish Mart, recently opened a very up-to-date seafood restaurant over his fine wholesale and retail fish department. Capt. Tom is now manufacturing the Upton reduction gears for pleasure and fishing boats and states that these reduction gears are meeting with the approval of the trade.

Baker Fish Co., which was established in 1900 by E. J. Baker, is now under the management of H. S. Craig and V. K. Robinson. This concern is one of the pioneer fish companies at Miami and does a wholesale and retail business, located in the Municipal Market.

The Hammond Lobster Co., is a large shipper of Florida lobsters and also puts up lobster meat in cans. It is successor to the Islamorada Lobster Co. of Islamorada, Fla., which was started in 1921 by J. F. Hammond. Later the name was changed to the Hammond Lobster Co. The fine plant is located on the water front at 25 S.W. South River Drive. Mr. Hammond was formerly associated with his father, the late J. W. Hammond, when the concern was located on Atlantic Ave., in Boston. The plant at Miami is very up-to-date and employs 12 to 15 people.

The L. L. Long Co. is a large wholesale distributor of Florida fish of all kinds and has buying points at Naples and Everglades. Spanish mackerel and kingfish and mullet are featured. The management is in the hands of L. L. Long and B. Erickson; some 75 fishermen are employed at the production centers. Four or five millions pounds of fish are shipped annually, a great part of it to New York.



Side view of a 35-foot. Navy motor launch, powered with a Model DA Buda Diesel.

Diesel Power for Ships' Boats of the U. S. Navy

THE U. S. Navy, like all other protective branches of the government, requires a high grade of personnel and equipment to maintain the required efficiency. Its choice, then, of a piece of equipment can be regarded as significant.

In 1907 the Navy began experimenting with gasoline engines to replace steam engines in ship's launches. After many tests, gasoline engines were adopted, but appreciative of the advantages of Diesels, preliminary experiments were begun with them in 1929. The tests were deliberate and thorough.

The working schedule involved starting from cold, an 8-minute run in one direction, 10 to 15 minutes idling time, and an 8-minute return trip, with a shutdown of two to three hours. At the end of this time the schedule was repeated.

Nothing suitable was found during the early tests, but in May, 1932, a Buda was installed in one of the ferry boats at the Engineering Experiment Station at Annapolis. That engine is still in service.

Up to this point, only direct drive had been considered. Now the Navy turned to Diesels of higher speeds using reduction gears. Three different makes, one of them Buda, were purchased in the Spring of 1933 and put through severe tests comparable to those given the first engines. Again the Buda engine proved the most satisfactory.

In January, 1934, the Buda Company began furnishing the Navy with high speed Diesels of 25, 60 and 105 hp., at the same time licensing the Navy to manufacture these three sizes at Norfolk Navy Yard where the government is at the present time manufacturing two of the sizes. The high speed Buda Diesel was accepted only after extremely severe tests outlined by the Bureau of Engineering.

The Buda Company is justly proud of the success of its Diesels in meeting such exacting requirements. Shown above is one of the ships' boats powered by a Model DA Buda.

Frank W. Edwards Appointed Sales Manager of Whitlock Cordage

ANNOUNCEMENT has just been made by Whitlock Cordage Company that Frank W. Edwards has been appointed Sales Manager, beginning June 1st. Mr. Edwards, formerly Asst. Sales Manager, and Acting Sales Manager during the last year or so, has been connected with the company for more than twelve years.

D. W. Lapham, former Sales Manager, who has been associated with the company for more than thirty-six years, has been inactive recently because of illness, and is now retiring on account of the condition of his health. He will, however, remain with the company in an advisory capacity.



**EVERY
FISHERMAN**
*Should Read this
Story Before*
**BUYING
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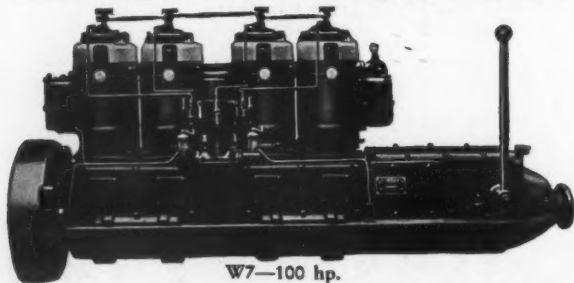
Greenwich Six, a dependable, long lived, economical gasoline engine, 150 hp. at 1200 rpm. Other Palmer Engines 2 to 150 hp.



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Railway Express Observes Its 97th Anniversary

THE story of a carpet bag that grew to contain two continents is being told among the 250,000 men and their families who, directly and indirectly, gain their livelihood from the Railway Express Service in the United States, Canada, Alaska, Hawaii, Mexico and Cuba. For this year marks the ninety-seventh anniversary of the birth of express service.

The carpet bag was that of William F. Harnden, a conductor on an early New England railroad who, in 1839, became a package carrier for business men in New York and Boston when travel between the two cities was arduous and uncertain. Using only his carpet bag, Harnden made the trip daily by stage coach, steamboat, carriage and train, and eventually established what proved to be the first express company in the world.

Keyed to the progressive spirit of his time, Harnden's infant enterprise expanded step by step with the vast growth of commerce and industry. Railroads sprang into being everywhere in the East and Middle West, and express traffic rapidly became important railroad business. In the West also, where the express pioneered on stage coach lines, the Pony Express and the early railroads, the country and the service grew simultaneously. Today express service is a vast business covering both American continents, specifically American in character and duplicated nowhere else in the world.

Railway Express Agency, created in March, 1929, as the express operating unit of the railroads, succeeded to the unified organization which during the World War took over the operation of the old companies, some of which were organized during Harnden's day.

"Secrets of the Deep"

LAST year the makers of Essomarine fuels and lubricants issued a breezy, hilarious booklet entitled "Secrets of the Deep." Those fortunate enough to get hold of a copy will know what is in store for them now, for Volume II has just been issued. The treatment of such weighty subjects as "Naming the Boat," "Anchors and What to Do with Them," "How to Untie Knots" and many others will bring chuckles and haw-haws from even the most cold sober of misanthropes. The illustrations, by Dr. Seuss, aid mightily in creating the proper atmosphere.

Included is a valuable chart showing the proper grades of Essomarine lubricants to use in various types of marine engines. Your copy is waiting for you at any Essomarine outlet, or at Penola, Inc., 26 Broadway, New York City.

Nickel Products in Industry

VOLUME I, Number 1, of "Process Industries Quarterly," has just been issued by the International Nickel Co. Its pages contain a great deal of information regarding applications of Monel Metal, Inconel, and other nickel products in various industries. Many illustrations assist the reader in following the text. Copies of the publication may be obtained without charge from the International Nickel Co., 67 Wall St., New York, N. Y.

Gray Marine Motor Catalog

THE Gray Marine Motor Co., noted for its excellent sales literature, has just issued a splendid 32-page catalog covering the 1936 Gray marine motors from 10 to 160 hp. In addition to an interesting description of factory methods, the various models are fully described, with dimensions and other particulars. The catalog is well illustrated, and is of real interest to any boat owner. Copies may be secured from the Company at 672 Canton Ave., Detroit, Mich. Ask for Catalog No. 836.



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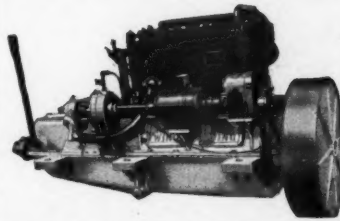
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NATION-WIDE RAIL-AIR SERVICE

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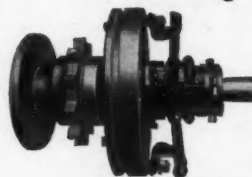
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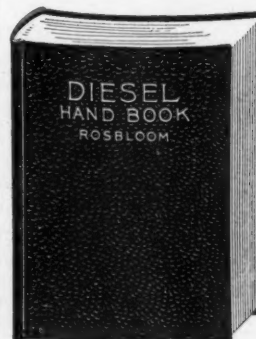
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